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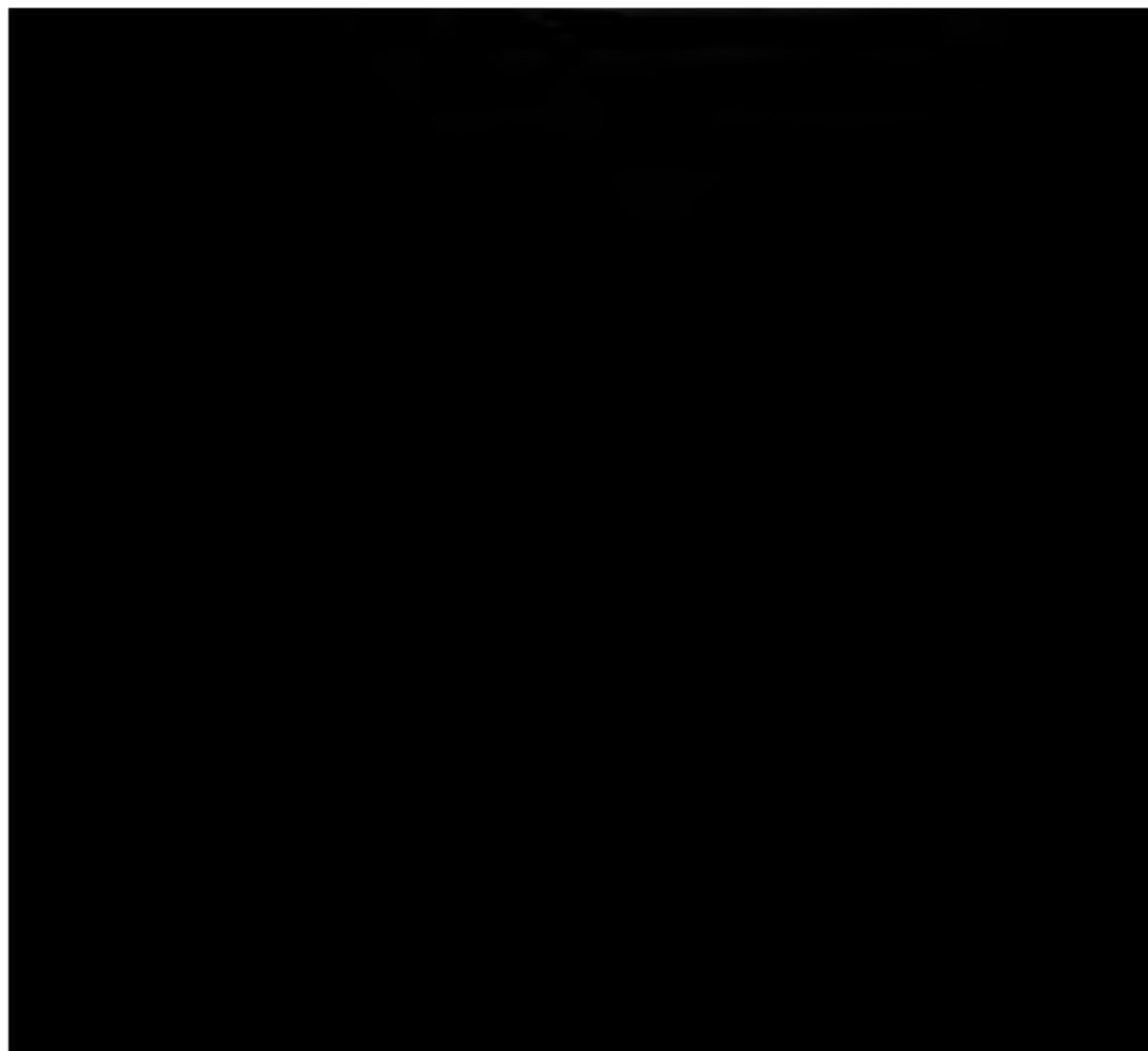
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*TREATISE* ON THE  
COMMERCE AND POLICE  
OF THE  
RIVER THAMES:

CONTAINING AN HISTORICAL VIEW OF THE  
TRADE OF THE PORT OF LONDON;  
*And suggesting Means for preventing the Depredations  
thereon, by a Legislative System of*  
RIVER POLICE.

WITH AN ACCOUNT OF THE FUNCTIONS OF THE  
VARIOUS MAGISTRATES AND CORPORATIONS  
EXERCISING JURISDICTION ON THE RIVER;  
AND A GENERAL VIEW OF  
*THE PENAL AND REMEDIAL STATUTES*  
CONNECTED WITH THE SUBJECT,

---

BY P. COLQUHOUN, LL. D.

---

*Optulos ad Legislatores nos convertere oportet, ut sanciant leges in hoc libro  
commendatas. Hæc unica via est confirmandi simul et stabiliendi proposi-  
tum quo criminibus numerosis et enormibus, suâque naturâ societati nocivis  
occurratur. Regis annui redditus et merces omnigenæ muniantur adversus  
fraudem et deprædationes; malaque ingentia arceantur, quæ à longo tem-  
pore maximum commercio et Tamesis navigationi afferunt detrimentum.*

---

LONDON:

PRINTED FOR JOSEPH MAWMAN, IN THE POULTRY.  
SUCCESSOR TO MR. DILLY.

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MDCCC.

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***TO*** those who, by their influence in the State,  
stimulated by true Patriotism and a Love of their  
Country, shall, at the present, or any future Period,  
carry into Effect the Designs which are explained by  
the Author for the purpose of giving Permanency and  
Effect to the Institution of

**A RIVER POLICE,**

for securing Commercial Property against the unex-  
ampled Depredations to which it has been Subject, and  
for improving the Morals of the Maritime Labourers,

*This Work is humbly, and*

*Respectfully dedicated, by*

**THE AUTHOR.**



[REDACTED]

[REDACTED]



## P R E F A C E.

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**T**HE importance of the Work now offered to the consideration of the Public, can only be appreciated by a General Review of the various matter it contains.

The Subject is in many respects new ; while the Details which are given will be found interesting in no common degree ; inasmuch as the renovation of the Morals of a numerous body of Individuals, and the protection of vast masses of Commercial Property against Fraud and Depredation, is the principal object in view.

In discussing a great variety of topics, which will come under the review of the Reader in this Treatise, almost every rank of Society will find beneficial Information ; but particularly those Classes who are concerned in Navigation and Commerce, and who follow Nautical Pursuits.

From the numerous ramifications of a Commercial intercourse of unexampled extent and magnitude,  
a multitudes

multitudes of Individuals concerned in different kinds of Property exposed to danger on the River Thames, become more or less interested. In fact, it may be said to affect a considerable proportion of the men of Property in the whole of the Metropolis, and almost every person engaged in Commercial and Nautical Pursuits in every part of the British Empire, since all are exposed, more or less, to the injuries and inconveniences which the suggestions contained in this Work are meant to remove and to prevent.

To judge accurately respecting the numerous Public wrongs, which are detailed in this Volume, the Reader is referred to the unexampled mag-

considerable degree wherever Trade is carried on. The Legislative System therefore, which has been proposed to prevent these Depredations, and which is particularly explained in the Eighth and Ninth Chapters, cannot fail to be interesting and useful to every Commercial Port in the British Empire, inas-much as the remedies which are suggested, are in many respects applicable to every situation, and to most circumstances which are likely to occur.

A source of general information, (in many re-spects new,) respecting the various authorities under whose jurisdiction the Police of the River is con-ducted, will be found detailed in the Tenth, Eleventh, Twelfth, Thirteenth, and Fourteenth Chapters; while the Penal Laws which attach to Maritime Offences, and particularly to Local Injuries, as they relate to the Thames below and above London Bridge, cannot fail to be useful and interesting; and to those who follow Nautical Pursuits, the Abridged View of the Statutes applicable to these affairs, detailed in the Fifteenth and Sixteenth Chapters, and the General Laws and Regulations of the Port of London, which are comprised in the Seventeenth Chapter, (a Com-pendium never before published,) can hardly fail to be acceptable, since every material duty to be per-formed, and every evil to be avoided, is brought within a very narrow compass.

For the purpose of securing purity, and regular and proper conduct on the part of the Officers under the Marine Police Establishment, a perusal of the Instructions under which the various Classes act, as detailed in the Appendix, No. VII. will shew the labour which has been bestowed in systematizing this part of the design, for the purpose of rendering their services effective and useful.

The Author has endeavoured in this Work, to draw a circle round every object that can be considered in any degree useful to the Commerce and Navigation of the River Thames; and under an impression that all that can be considered important or necessary will be found within this Circle, he humbly hopes, that his anxious labours to promote the interest and extend the security of the Public, will not prove in vain.

He has only to regret, that in an investigation so laborious and extensive, where much time and attention is necessary, the numerous interruptions he has experienced in consequence of the various Public Duties he has been called upon to perform, may have unavoidably occasioned imperfections, which, under other circumstances, could neither have occurred nor furnished an excuse for soliciting the indulgence of the Reader.

With

With respect however to the legal part of the Work, where the danger of misleading the Public is not only obvious, but would in this or any other instance be unpardonable, the utmost attention has been bestowed with respect to the accuracy of the Abridgements of the Statute Laws, these being stript of many of those terms which are not familiar to common Readers, it may be hoped, will prove beneficial in conveying that species of useful knowledge to Commercial and Nautical People, which could not otherwise be easily obtained, while it furnishes a kind of Index to the principal Statutes at large, which relate to Navigation, Commerce, and Nautical Offences, in all instances where interest or curiosity impels the mind to pursue more elaborate researches.

Where Offences are exposed, and various classes of Individuals implicated in the details which are given in this Work, it is from a genuine desire to warn those whose errors and vices are brought under the review of the Public, against a repetition of the same evil courses.

It is not punishment in any case, but prevention in all, which has stimulated the Author to record those various proceedings which constitute the mass of turpitude, which has so long afflicted the Trade of the River Thames.

A hope

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source of the most genuine gratification : Nor ought he to be suspected of insincerity or motives of a personal nature, since the efforts which are exemplified and explained in this Treatise, have attached to him no personal advantage ; while at the same time, he is not a candidate for any situation however elevated, in the System he has proposed.

Whether his efforts relate to the formation of the important design of a River Police, or to the Work now offered with all possible deference to the consideration of the Public, he can only in general state, that he has spared no labour to render both as far as circumstances would admit—beneficial to the Commerce, Navigation, and Revenue of the Port of London, and (he hopes) generally useful to his

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## INTRODUCTION.

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**W**HEREVER evils and crimes exist in Society, which have not only been felt by the innocent and useful part of the community to be noxious and oppressive, but also declared, by the Laws of the Land, to be objects deserving punishment—Where such evils are even found to increase, notwithstanding Legislative Regulations established with an immediate view to prevention, the conclusion to be drawn is obvious.—Something is wanting in addition to the mere letter of the Law, which shall operate more effectually to the relief and security of Society.

To no local department does this observation so pointedly apply as to the depredations, embezzlements, and frauds, which have so long afflicted the Commerce, Navigation, and Revenue of the Port of London.

The progressive, and (of late years) the very rapid increase of its Trade, and the consequent influx of Wealth, without such checks being regularly applied as are necessary to restrain the progress of vicious inclinations, has certainly tended, in an eminent degree, to production of crimes.—Hence it happens, that in the flux and reflux of Commercial Property, greater in point of magnitude and extent than is known to exist in any River in the Universe, the Thames has exhibited to the mind of the patient inquirer, scenes of delinquency and turpitude, certainly unparalleled in any district of the same extent in the known World.

To explain how these evils have arisen, and to suggest effectual remedies, is the chief object of this Work.—The inquiry

inquiry is no less interesting than useful, whether it respects the immediate advantage of the individual, or the welfare of the State.

To those whose property is exposed to danger, and who have been long suffering under the yearly spoliation which has been experienced, the subject cannot fail to be important. Nor is it less so to the Nation at large, when the benefits are contemplated, which must result from a species of protection, shielding the useful and industrious part of the Community from injury, while it, at the same time, improves the Revenue, and renovates the morals of a great body of the lower classes of Society.—Nor are these benefits, as they apply to the individual, confined to one *Spot, Nation, or Country*.—They may be said, with truth, to extend to *Navigators, Traders, Manufacturers, and Agriculturists*, in every part of the civilized World, who have commercial intercourse with the Port of London, since it will be seen that all are, in some degree, affected by the extended evils developed in this Work, and of course are immediately in-

The information, which it has been the object of the Author to collect and to arrange under various distinct heads, although highly important to be known; has not heretofore been, in many instances, accessible, and hence many inconveniences have been experienced, pecuniary losses suffered by pillage and embezzlements, and even penalties incurred, which a better knowledge of the abuses and evils of the Port, and its Customs and Laws, might have prevented.

In discussing a subject therefore, which was so little understood, and which in some shape or other may be said to be useful and interesting to the whole Commercial World; and certainly to every Port in the Kingdom, it became necessary to methodize the design by a variety of subdivisions.

The Work therefore commences with a general view of the state and progress of the Navigation and Commerce of the River Thames for a Century. Its magnitude and importance is not only explained in the first Chapter, by a reference to authentic documents, but also its various subdivisions, whether they relate to Shipping or Merchandise, in the foreign or coasting Trade,—In these different departments, specific details are offered to the consideration of the Reader, illustrated by Tables not less curious than interesting, both to the political Œconomist, and Persons engaged in Commercial Pursuits, as well as those in the Nautical Profession,

The Moralist will probably find matter for contemplation, in the view which has been given of the causes that have produced a species of systematic delinquency, which, in its different ramifications, exhibits a display of turpitude as singular as it is unparalleled; and each class of Traders will not only discover to what extent in the aggregate the respective branches they carry on, has suffered by *plunder* and *embezzlements*—

*embezzlements*--but also the remedies which have been suggested for their future security.

From this view of the subject, the mind is led to a consideration of the numbers composing the various classes of delinquents, through whose medium these extensive depredations have been committed, in which is exhibited a melancholy, but interesting picture of the state of morals among the lower classes of the People employed on the River Thames.

These details will afford an useful lesson to Nautical and Commercial Men, as well as to those whose province it is to provide for the security of the Public Revenue.--To the Patriot and the Philanthropist, a wide field is opened for the gratification of that bias which tends to promote the general good of Society.

Nor can those who really love their Country, and seek anxiously to promote its prosperity, avoid experiencing that species of satisfaction which is peculiar to ingenuous and benevolent minds, when, in the progress of this Work, it

ality, when institutions are formed, and regulations sanctioned by the Legislature, to renovate mankind in a course of criminal turpitude. Thus rescued from the severe penalties of the Law, the powers of mind and body which had been employed in pursuits of delinquency, are turned to objects of useful industry.

Wherever this can be effected, it is also the *triumph of humanity*, since it promotes, in an eminent degree, the happiness and the comfort of the human race.

Through this medium is discovered the utility of a correct and well regulated Police; without which, in those days, and in the present state of Society, and particularly since this Nation has been blessed with such an influx of wealth, and the temptations arising from the circulation and removal of such masses of Commercial Property, have become so strong, it is not possible to controul and keep within bounds the tumultuous and ungovernable passions of those who are unmawed by a sense of moral duty, and in no respect restrained by religious principles.

It cannot be too often or too powerfully inculcated, that Arrangements which have for their object the Security of Innocence and the Prevention of Crimes, ought by no means ever to be considered as an Infringement of the Liberty of the Subject ; since the effect of the System is in reality to extend, and by no means to abridge, those Privileges which are secured to every member of the body politic, who has not forfeited his natural rights by Offences against the Laws of his Country.

In restraining and preventing the Commission of Crimes, the natural Rights of the Innocent become more extended and protected ; the security of the unoffending individual is strengthened, and the general State and Condition of Society is improved.

In

In order to promote this important object, the Author has ventured to submit this Work to the Public; and as the suggestions offered by him for correcting a variety of evils which in their progress and extent threaten the most alarming consequences, are strengthened by the result of actual experiment, and by no means rest on speculation, he ventures to indulge a hope, that they may claim the support, and excite the attention of those whose province and interest it is to assist in administering a remedy.

That it is a matter of the highest importance to guard the Morals of the numerous Classes who are employed, and by whose labours the extensive Trade of the River Thames is carried on, is not only evident, from the unexampled magnitude of this trade; but from a view of the number of individuals who compose these classes.\*

While

\* The Commerce of the River Thames employs, and gives Employment to at least 120,000 Individuals of different ages, who

While this trade, unparalleled in point of magnitude, supports at least 120,000 individuals of different ages, and perhaps  
500,000

13. Tackle-house Porters	-	-	22
14. Caroons or Carmen [420 Carts]	-	-	100
15. Master Coopers	-	-	120
16. Master Trunk-box-makers	-	-	90
17. Master Lumpers for unlading Ships.	-	-	140
18. Coal Undertakers for unlading Ships	-	-	25
19. Coal-merchants and Dealers, &c.	-	-	430
20. City of London [principal Officers]	-	-	15
21. Trinity Corporation [principal Officers]	-	-	8
22. Revenue Boards, including principal Officers	-	-	600
23. Sundries, Merchants, Owners, &c. &c. already inserted.			
Total			10,250

## 2D. THE PERSONS EMPLOYED.

1. Seamen and Boys, Riggers, &c.	-	-	33,000
— Clerks and Labourers	-	-	12,000
2. Clerks and Labourers	-	-	1100
3. Clerks and Labourers, &c.	-	-	1250
4. Clerks, Apprentices, and Labourers.	-	-	1500
5. Clerks, Journeymen, and Labourers	-	-	40,000
6. Clerks and Labourers	-	-	1500
7. Journeymen Shipwrights	-	-	1100
8. Journeymen Rope-spinners and Boys	-	-	600
9. Journeymen Sail-makers	-	-	500
10. Journeymen Block and Oar Makers, &c.	-	-	450
11. Journeymen Lightermen	-	-	3000
— Watermen in Wherries	-	-	5000
12. Gangamen	-	-	290
— Labourers	-	-	1000
13. Ticket Porters at the Water-side	-	-	500
14. Journeymen Carmen	-	-	500
15. Journeymen			



500,000, including the families of those who derive subsistence from the Navigation and Commerce of the River. While it furnishes a resource producing more than one-fourth of the public revenues, it becomes a matter of deep interest in a political point of view, that every avenue to Fraud and Delinquency should be shut up, and the most perfect system adopted in the Police of this great commercial port; not only as it may relate to those facilities and accommodations which Commerce requires, but also with respect to the discipline and morals of the labouring people.

Towards attaining both these objects, it is humbly hoped that this Work may prove of some considerable utility. The most prominent evils are here placed under the review of the Public, together with the remedies which have been conceived best calculated to remove them. A record is thus made of the quantum of Iniquity *which* has too long distressed the Commerce of the River Thames, and which, unless ar-

rested in its progress by being exposed and laid open to public view, might have insensibly arisen to such an excessive height as to have rendered it impossible to have accomplished a cure by the common Arm of the Law.

The utility of this species of knowledge to all ranks of commercial and nautical men, not only in London, but in every port or place where Trade is carried on, must be evident to those who peruse this Work ; since in some shape or other the information which is conveyed may be turned to advantage.

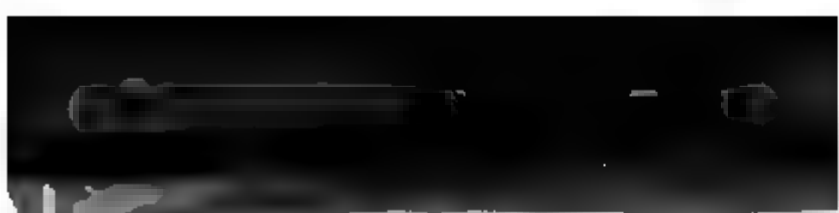
The Digest given of the different Laws, but particularly the penal Statutes, as they apply to nautical affairs, will be found important to those who follow such pursuits ; while the specification of the material parts of those Laws which relate to *Coals, Fish, Watermen*, and other matters immediately connected with the common and domestic affairs of every family, widens exceedingly the sphere of utility, by rendering the Work interesting to almost all classes in the community.

To excite attention, by thus placing objects of general Interest in a prominent point of view, by shewing the extent in the aggregate of great evils, heretofore little understood, and only contemplated in detail,—to exhibit a faithful display of the magnitude and enormity of numerous wrongs, which, from the malignity of their nature, threaten to sap the foundation of all morals,—to warn the Public at large, and those more particularly interested, of the growing danger before it is too late to apply an antidote,—and, finally, to suggest practicable remedies, calculated in their nature to improve society, and better the condition of human life, is the sole object of the Author, in again imposing upon himself a very laborious task.

Should his humble and persevering efforts produce in any degree that removal of the evils which he has anxiously and

disinterestedly struggled to accomplish, he will of course experience at least that reward, which arises from a consciousness of having successfully applied his time and attention to the benefit of his country.

And should it so happen that such public benefits are not obtained in his own days, he will rest satisfied in the confidence, that by thus placing upon record matters of deep importance to society, which cannot fail to claim attention at some period or other; the gratification which may have been denied to himself, will unquestionably, in the result, be transferred to his posterity.



B

sions



TREATISE  
ON  
THE RIVER POLICE.

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CHAPTER. I.

*Rise and progress of the Commerce of the River Thames.*

*—A short Account of the various chartered Companies for Foreign Trade.—The Ships and Vessels using the Port of London from the commencement of the present Century till the year 1798.—The progress and increase of the Navigation, and of the Shipping and Tonnage, in the Foreign and Coasting Trade, at different periods, in the course of the Century.—A general View of the present state of the Shipping, Vessels and Boats, in number 22,500, and the manner in which they are employed.—The Commerce of the River Thames at different periods.—Its rapid increase since the American War.—General View and Recapitulation of the whole Commerce and Shipping of the River Thames in 1798, and of the Property remaining stationary therein.—The annual amount of the whole calculated at above 75 millions sterling of Property exposed to Depredation. — General observations on the present Harbour of the Port of London.—Detail of its divisions and dimensions.—*

sions.—Arrangements with respect to Shipping and Craft in the various Trades.—The extent and magnitude of the Coal Trade.—The average number of Ships and Vessels of all kinds, including stationary Craft and Boats at all times in the River, laden and unladen, estimated at nearly 8000.—An account of the Quays and Landing Places in the Port of London.—Their dimensions and the inconveniences attending them.—Observations on Warehouses for the accommodation of Merchandise; their inadequacy to the object.—The abuses which exist with respect to these Warehouses.—Rise and progress of the Revenue of the Port of London, from the year 1613 to the present period.—The wise arrangements of Government, in giving free scope to Trade, one of the causes of its increase during the present War.—Con-

documents, antecedent to the beginning of the 18th Century, must of necessity, limit the chief part of the following progressive view of this unparalleled source of national prosperity and aggrandizement, to a term of one hundred years.

The registers of the Customs furnish no accurate detail of the Trade, previous to the period when *Sir William Davenant* first systematized the public accounts ; which have been recently so much improved by *Thomas Irving*, Esq. the present able, intelligent and indefatigable Inspector General of the Imports and Exports of Great Britain. It appears, however, that so early as the year 1558, the first of the reign of Queen Elizabeth, Commerce must have made some progress; since the same extent of legal Quays was then authorized as exists at present.

Previous to this period, and even during a considerable part of that Queen's reign, a large proportion of the trade and navigation was carried on by foreigners. (a) In the year 1561, it would seem that no Englishman in London followed the sole occupation of an Importer and Exporter. Of 327 persons

(a) In a letter written to Sir William Cecil, when Secretary of State, by the principal merchants of London, complaint is made, that, although no city in christendom had equal convenience for shipping, none was so slenderly provided. That a great want of English ships was experienced to lade goods for Spain, and that none were to be had, and that even 37 Hoys employed in those days, in bringing timber from Rye, had not an English seaman among them.

Stow's Hist. of London.



who are recorded in history to be merchants, their various professions are stated to be as follows :

Mercers	-	99	Cloth Workers	13
Grocers	-	57	Ironmongers	6
Drapers	-	29	Salterers	2
Haberdashers		51	Girdlers	2
Merchant Taylors		25	Bowyers	1
Skinners	-	16	Leather Sellers	9
Fishmongers		12	Armourers	5
		<hr/>		<hr/>
		289		38
		<hr/>		289
			Total	<hr/>
				327

The Trade to foreign parts, in the way of speculative adventure, appears to have very early commenced with Africa, and the dominions of Russia ;

Various other voyages of a similar nature, are recorded to have taken place, in the early periods of the same reign, in which the Queen's ministers were adventurers. Yet some spirit of adventure must have prevailed previous to this reign : for the first Charter to the HAMBURGH COMPANY, was granted as far back as 1406, by Henry the IVth. and renewed by succeeding Sovereigns in 1413, 1442, 1493, 1505, 1506, 1509, 1517, 1531, 1547, 1553, 1564, 1586, 1605, and 1661.

THE RUSSIA COMPANY which was first projected in the reign of Edward VI, was chartered in the 1st and 2nd of Philip and Mary, A. D. 1555, and confirmed by a private Statute passed in the 8th of Elizabeth.

The EASTLAND, or *North-Sea Company*, was established by Charter in 1579, in the 21st year of the reign of Queen Elizabeth. This Charter was confirmed by Charles I. in 1629, and by Statute 25 Car. II. c. 7, this Trade was in a great measure laid open.

THE EAST-INDIA COMPANY was originally chartered by Queen Elizabeth in 1599. Their first adventure commenced with 4 Ships, in 1600, exactly two centuries ago. The original shares were £50 each, and their first Capital amounted to £369,891. 5s.

In 1685, the Property of the Company, deducting bad debts, was only estimated at £739,782 10s; and about this period they employed about 40 Ships, including the Country Traders, to the East-Indies and China. The tonnage of these Ships, was no doubt

doubt very inconsiderable, compared with those now in the same Trade.

The small progress made by this great Company during the seventeenth century, gave but little promise of its gigantic strides since that æra ; and particularly since the middle of the eighteenth century, not only in the extension of its Commerce but in the acquisition of territorial Revenues and Power. The future Historian, will, with astonishment, record a series of events, the success and the ultimate issue of which, are unexampled in the history of the World. Without meditating projects of dominion, a Company of Commercial Traders have adventitiously become the Sovereigns of many rich and powerful Kingdoms—and that too almost within the period of the services of one of the present Directors. (*b*)

THE TURKEY COMPANY was established about the latter end of the long reign of Queen Elizabeth, by temporary Charters in 1581 and 1593 and afterwards confirmed by another Charter granted in the 3d year of James I.—and by Letters Patent of 13 Car. II.—This Company is now regulated by Statute 26. Geo. II. c. 18.

During the Seventeenth Century, and previous to any authentic Records being preserved of the Trade of the Port of London, a new source of Commerce was opened by the discovery and settlement of various Colonies in America. Even as far back as the years 1584 and 1585, Sir Walter Raleigh sent

(*b*) Mr. Manship, who has been in the Direction 40 years.

9 Ships to Virginia; and he appears to have been the first importer of Tobacco from that Country, an article which produced a Revenue to the Crown for the year ending the 5th of January 1799, of no less than £.848,493.

During the same century the Sugar Colonies had their origin, which from being totally unproductive, now give employment to above 450 Ships in the Port of London alone; and yielded a Revenue of upwards of £2,000,000 sterling on the importation of the year 1799.

THE AFRICAN COMPANY was established in the reign of Charles II. in the year 1663. The Trade of this Company was in a great measure opened to the Public by the Statute 23 Geo. II. c. 31, and is regulated by several subsequent Statutes.

THE HUDSON'S-BAY COMPANY was also chartered, by Charles the IId. to trade on a Capital of £10,500 in the year 1681.

Thus it appears, that although the precise extent of the Trade cannot be ascertained from authentic documents, the Commerce, Shipping, and Navigation of the Port of London, must have been progressively increasing during a considerable part of the Seventeenth Century.

Previous to that æra, Trade was certainly very limited, and its principles little understood. The Records of that early period, discover misconceptions and absurdities, with regard to the effect and operation of Commerce upon the interest and welfare of the State, which strongly demonstrate the length of time,

doubt very inconsiderable, compared with those now in the same Trade.

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time, necessary to enlighten the human mind upon subjects of Commercial or Political Economy.

It is only by an accurate record of facts that the judgment can be matured, and true estimates formed, of the measures which may be advantageously pursued for the interest either of *States,—Bodies politic,—or Individuals.*

Having, therefore, the aid of Official Documents, by which the state and the progressive improvement of the Trade of the Port of London, can be traced for the last hundred years,—it is proposed, first to bring under the consideration of the Reader, a detailed and progressive view of the

# I. SHIPS, VESSELS, AND CRAFT, IN THE RIVER THAMES.

In the same valuable Report is inserted the following comparative View of the Tonnage of Ships belonging to the Port of London—

	In 1732	and 1792
	<hr/>	<hr/>
Ships of and under 200 Tons	1212	1109
• • • • • 300 . . .	83	368
• • • • • 400 . . .	74	236
• • • • • 500 . . .	46	30
• • • • • 600 . . .	0	15
• • • • • 700 . . .	0	7
• • • • • 1300 . . .	2	95
	<hr/>	<hr/>
	1417	1860

At the commencement of the 18th Century in 1700 and 1702, the Shipping of the Port of London stood thus :—

A. D.		Vessels.	Tons.
1700—	Vessels employed in the Coasting Trade	5562	278,100
1702—	British Ships in Foreign Trade	- 839	80,040
	Foreign Ships in ditto	- - 496	76,995
		<hr/>	<hr/>
	Total	- 6,897	435,135

At the middle of the Century in 1750 and 1751, the following was the state of the Shipping in this Port :—

A. D.		Vessels.	Tons.
1750—	In the Coasting Trade	6,396	511,680
1751—	In the Foreign Trade		
	British Ships	- 1,498	198,023
	Foreign ditto	- 184	36,346
		<hr/>	<hr/>
	Total	- 8,078	746,049
			Exhibiting



Exhibiting an increase of 1181 Ships and 810,914 Tons in the space of 50 years.

From the year 1750 to nearly the close of the Century, but particularly within the last 15 years, the progressive increase of the Shipping has exceeded any other period : and when the great proportional Augmentation of Tonnage is considered, it may be truly said to have been rapid beyond all example : as appears from the following Statement :

A. D.	Vessels.	Tons.
1797—In the Coasting Trade	10,175	1,205,650 (c)
In the Foreign Trade		
British Ships	1,426	330,392 } (d)
Foreign ditto	1,843	226,856 }
	<hr/>	<hr/>
Total	13,444	1,762,898

it must be no less curious than interesting, (particularly to those who are engaged in Nautical Pursuits,) to be able to ascertain the nature and specific extent of the immense COASTING TRADE of the River Thames. The following General View of the whole, is selected from the Appendix to the Report of the Committee of the House of Commons, respecting the Port of London in 1796, and from other Documents.

COASTING TRADE, Between the PORT of LONDON, and the PORTS in ENGLAND and WALES.							
Towns.	No. of Vessels.	No. of Voyages	Total No. of Voyages	Towns.	No. of Vessels.	No. of Voyages	Total No. of Voyages
London . . . . .	100	9	900	Brought over	458	— . . . .	4834
Southampton . . . .	30	9	270	Scarborough	3	9	27
Richmond . . . . .	30	14	420	Aberistwith	3	6	18
Wexham . . . . .	20	24	480	Aar . . . . .	2	4	8
Widened . . . . .	20	24	480	Bridgewater	2	4	8
Warrington . . . . .	18	3	54	Barnstable . . . .	2	4	8
Worcester . . . . .	16	—	144	Bideford . . . . .	2	4	8
Wolverhampton . . . .	14	16	224	Chepstow . . . . .	2	3	6
Wich . . . . .	14	16	224	Cowes . . . . .	2	9	18
Wickton . . . . .	12	9	108	Deal . . . . .	2	16	32
Widened . . . . .	12	9	108	Fowey . . . . .	2	5	10
Widened . . . . .	12	9	108	Folkstone . . . . .	2	15	30
Widened . . . . .	12	6	72	Lancaster . . . . .	2	3	6
Widened . . . . .	8	6	48	Padstow . . . . .	2	4	8
Widened . . . . .	8	24	192	Queenboro' . . . .	2	24	48
Widened . . . . .	8	12	96	Sunderland . . . . .	2	9	18
Widened . . . . .	8	9	72	Whitehaven	2	3	6
Widened . . . . .	8	6	48	Eastbourn . . . . .	1	12	12
Widened . . . . .	8	4	32	Falmouth . . . . .	1	4	4
Widened . . . . .	8	24	192	Gloicester . . . . .	1	3	3
Widened . . . . .	6	8	48	Hartlepool . . . . .	1	4	4
Widened . . . . .	6	4	24	Sundries . . . . .			576
Widened . . . . .	6	4	24				
Widened . . . . .	6	2	12	Total . . . . .	496	— . . . .	5692
Widened . . . . .	6	6	36				
Widened . . . . .	6	7	42	WALES.			
Widened . . . . .	4	4	16	Cardigan . . . . .	8	4	32
Widened . . . . .	4	9	36	Caermarthen	6	4	24
Widened . . . . .	4	3	12	Cardiff . . . . .	6	4	24
Widened . . . . .	4	6	24	Camarvon . . . . .	4	4	16
Widened . . . . .	4	14	56	Milford . . . . .	4	3	12
Widened . . . . .	4	9	36	Swansey . . . . .	2	4	8
Widened . . . . .	4	6	24	Llanelly . . . . .	2	4	8
Widened . . . . .	4	4	16				
Widened . . . . .	4	6	24	Total . . . . .	32	— . . . .	124
Widened . . . . .	4	3	12				
Widened . . . . .	4	9	36				
Widened . . . . .	—	7	28				
Widened . . . . .	4	8	32				
Widened . . . . .	4	6	24				
	458		4834				

(Continued in the succeeding page.)

**COASTING TRADE,  
Between LONDON and SCOTLAND.**

Towns.	No. of Vessels.	No. of Voyages.	Total No. of Voyages.
Aberdeen . . . . .	20	6	120
Berwick . . . . .	14	14	196
Leeth . . . . .	12	4	48
Bo-ness . . . . .	10	4	40
Perth . . . . .	8	12	96
Dundee . . . . .	8	8	64
Montrose . . . . .	4	6	24
Greenock . . . . .	4	6	24
Alemouth . . . . .	4	9	36
Thurso . . . . .	4	4	16
Anstruther . . . . .	2	2	4
Alloe . . . . .	2	2	4
Dunbar . . . . .	2	2	4
Kirkwell . . . . .	2	2	4
Preston Pans . . . . .	1	4	4
Total . .	97		684

**RECAPITULATION.**

	Vessels.	Voyages.
England . . . . .	496	5692
Wales . . . . .	32	124
Scotland . . . . .	97	684
Total for Great Britain . .	625	6500

(d) For the purpose also of further elucidating those Comparative Statements, the Reader is referred to the following interesting Tables ; for which the Author is indebted to the very valuable Report of the Committee of the House of Commons on the London Docks in 1796 : Appendix G. and H. As also the Report of the Select Committee upon the Improvement of the Port of London in 1799 : Appendix D 2, D 9. pages 73, 86.

## FOREIGN TRADE.

British Ships.			Foreign Ships.		Total of British & Foreign.	
Years.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1702	839	80,040	496	76,995	1335	157,035
1751	1498	198,023	184	36,346	1682	234,369
1790	2254	431,890	1161	149,205	3415	581,095
1795	1841	389,317	991	189,136	2832	578,453
1796	2007	436,843	2169	287,142	4176	723,895
1797	1425	330,392	1843	226,856	3269	557,248
1798	1649	397,096	1771	229,991	3420	627,087

## COASTING TRADE.

Years.	Vessels.	Tons.
1700	5,562	218,100
1750	6,396	511,680
1790	9,278	927,800
1795	11,964	1,190,400
1796	10,629	1,323,532
1797	10,781	1,360,823
1798	10,133	1,250,449

## TONNAGE of COASTERS in 1798.

Under 100 Tons . . .	5873	
100 . . to 150 . . .	859	
150 . . . . . 200 . . .	98	
200 . . . . . 400 . . .	14	
		Tons.
	6844 . . .	500,636
Colliers average 228 Tons . .	3289 . . .	749,813
		<hr/>
	10,133 . .	1,250,449

Upon the whole, therefore, the increase of the Ships and Vessels employed in the Trade of the River Thames, in the course of the 18th Century, may be exhibited in the following point of view :

	Increase of Vessels.	Increase of Tonnage.
Vessels in the Coasting Trade	4613	927,550
(e) British Vessels in Foreign Trade	587	250,352
Foreign Vessels in ditto -	1347	149,861
Total increase in a Century	6547	1,327,763

This extensive Navigation employs, as we have already seen, the vast number of 13,444 Ships and Vessels in the *Foreign, Colonial, and Coasting Trade*, (including their repeated voyages): besides 2288 Lighters, Barges, and Punts employed in the Trade of the River Lea, and the Upper and Lower Thames.—If to these should be added, the Stationary Craft consisting of 3336 *Barges, Lighters, and Punts*, used in the lading and discharging of Vessels, together with 83 Boats, Sloops, Cutters, and Hoys, (f) 3000 Watermen's Wherries, (g) 155 Bumboats, (h) and 194 Peterboats;

(e) This comparison having been made after a five years' war, which rendered it necessary to navigate through the medium of Foreign ships, the British are diminished, and the Foreign vessels increased in a much greater proportion, than if such comparison had been made in a period of peace.

(f) See Statement in the succeeding page.

(g) The Watermen's Company was first founded in 1556, and consists at present, as appears from the Report of the Dock Committee in 1796, of

Freemen	-	8283	} Total about 12,283.
Persons not free	-	2000	
Apprentices	-	2000	

This Company is governed by 11 Rulers, 7 Auditors, 5 Comp-trollers, and 30 Assistants, They admit about 300 Apprentices yearly in

The preceding Statements are further illustrated by the following  
GENERAL ABSTRACT:—

Ships and Vessels which have Arrived and which are Stationary in the River Thames, 1797, and 1798.		
Vessels.	Detail of Shipping.	No. of Voyages.
	FOREIGN TRADE.	
1300	Foreign vessels . . . . .	1843
(i) 1101	British vessels . . . . .	1425
		3268
	COASTING TRADE.	
418	Colliers . . . . .	3676
(£) 625	Coasters . . . . .	6500
3444	RIVER TRADE.	13,444
68	Lighters, Barges, and Punts, employed in the Inland Trade of the Upper and Lower Thames and River Lea . . . . }	2288
	RIVER CRAFT for the Use of the Trade.	
2596	Barges . . . . .	3335
402	Lighters . . . . .	
338	Punts . . . . .	
57	Boats . . . . .	
6	Ships . . . . .	

**Mode of employing the Vessels in the River Thames in  
1797, and 1798.**

In what manner employed.	No. of Voyages.
East India Trade . . . . .	53
West India Trade . . . . .	346
British Continental Colonies . . . . .	68
Africa, and the Cape of Good Hope . . . . .	17
Southern Fishery . . . . .	29
Greenland Fishery . . . . .	16
United States of America . . . . .	140
Mediterranean and Turkey . . . . .	72
Spain . . . . .	121
Portugal . . . . .	180
France . . . . .	56
Austrian Flanders . . . . .	66
Holland . . . . .	329
Germany and Hamburg . . . . .	235
Prussia . . . . .	608
Poland . . . . .	69
Sweden . . . . .	109
Denmark and Norway . . . . .	202
Russia . . . . .	230
Foreign Coasting { Guernsey, &c. . . . .	45
Ireland . . . . .	276
Coal Trade { Newcastle . . . . .	329
Sunderland . . . . .	69
Blyth Nook . . . . .	20
	<hr/> 418
British Coasting Trade 625 { 100 Hull Traders . . . . .	900
396 Other Ports in England . . . . .	4792
32 Ports in Wales . . . . .	124
97 Ports in Scotland . . . . .	684
	<hr/> 6500 (1)
Wherries for Passengers and Parcels . . . . .	3000
River Trade in the Thames and Lee . . . . .	2288
<b>RIVER CRAFT.</b>	
Barges employed in the Coal Trade . . . . .	2196
Ditto in the Timber Trade . . . . .	400
	<hr/> 2596
Lighters employed in West-India and American, } and other Trade . . . . .	402
Punts employed in Import and Export Trade . . . . .	338
Boats, Sloops, Cutters and Hoys, employed in } carrying Goods and Passengers . . . . .	83
Bombcats Licenced to hawk Goods among the } Shipping . . . . .	155
Peter Boats employed in Fishing, &c. . . . .	194
<b>Total . . . . .</b>	<hr/> <b>22,500</b> <hr/>

(1) See page 11.

(1) See page 11.

## II. COMMERCE OF THE RIVER THAMES.

At the Commencement of the 18th Century  
the year 1700 :—

	£.	s.	d.
The Imports amounted to	4,875,538	13	12
The Exports . . . . . to	5,387,787	4	4
<hr/>			
Total exclusive of the Coasting Trade, of which there are no authentic Documents (m)	£.10,263,325 18 3		

At the middle of the Century, namely, in  
year 1750 :—

	£.	s.	d.
The Imports appear to be	5,540,564	4	
The Exports	8,415,218	2	
<hr/>			

(n) Total exclusive of Coasting Trade £.13,955,782 7



## GENERAL VIEW

OF THE IMPORTS AND EXPORTS OF THE PORT OF LONDON,

For every Tenth Year, from 1710 to 1790; and for every Year  
from 1791 to 1798, inclusive.

MADE UP TO JULY 4, 1799.

[See APPENDIX D. to the Report of the Dock Committee 1796:  
And APPENDIX D. 13. page 89, to the Report of the Committee  
for improving the Port of London in 1799.]

Years.	Value of Imports.			Value of Exports.		
	£.	s.	d.	£.	s.	d.
1710	2,894,757	7	6	4,622,370	12	2
1720	4,958,101	17	5	5,008,245	17	2
1730	6,224,882	8	7	6,344,765	10	2
1740	4,904,248	11	1	5,593,734	3	4
1750	5,540,565	4	8	8,415,218	2	5
1760	7,063,395	13	6	10,726,709	0	10
1770	8,889,868	0	9	9,267,709	0	10
1780	6,794,021	0	1	6,837,960	4	9
1790	12,275,546	14	6	10,716,548	14	1
1791	12,016,229	5	2	12,944,192	8	10
1792	12,071,674	8	9	14,742,516	13	4
1793	12,224,745	7	4	12,660,463	6	11
1794	14,863,238	8	11	16,578,802	10	10
1795	15,384,777	14	5	16,523,001	6	8
1796	14,871,546	2	5	18,410,499	17	9
1797	13,065,290	19	4	17,721,441	4	5
1798	(a)			18,002,204	1	3

(a) From the particular manner in which the Importations from India and China are brought to account in the Books of the Customs, no account could be rendered of that Branch of Trade; and, therefore, the General Account of the Imports into the Port of London could not be given at the time of making up the above Table.

From the year 1790 to the year 1796, a period of only six years, it is worthy of remark, that the Trade of the Port of London, notwithstanding the existence of the War, increased more than triple the amount of its advance during the first fifty years of the Century, as the following statement will shew :

	£.	s.	d.
Imports and Exports in 1796	33,282,046	0	2
Idem in 1790	22,992,095	8	7
	<hr/>		
Increase	£.10,289,950	11	7
	<hr/>		

On examining the Imports and Exports of the last four years, from 1796 to 1799 inclusive, it appears that no material increase, in the Commerce of the Port of London has taken place within that period :

But, great as the value of this Commerce appears to be, it is now discovered, through the medium of the convoy duties imposed by Stat. 38 Geo. III. c. 76. under which a per centage is levied, with some few exceptions, on the *real value* of the Merchandize imported and exported, that the principle of valuation, established by Sir William Davenant above a Century ago (and continued ever since) does not apply to the present period.

By following this new and more correct *datum*, the Nation has the satisfaction to learn, that the marketable value of the Merchandize imported and exported, is nearly double the amount of the ancient Estimates ; which consequently, are now no further useful, than as they exhibit the relative comparison between one year and another.

For the purpose, therefore, of approaching as near to the truth as possible, and that the Author might be enabled to lay before his Readers a comprehensive view of the whole Trade of the River Thames, according to its true value, he has bestowed considerable labour in arranging the Table here introduced; in which is exhibited a general display of the Navigation and Commerce of the Port of London, in a manner calculated to convey to the mind of the Reader, not only a clear and accurate conception of its unparalleled magnitude, but also of the nature of the several articles of Trade and Manufacture, which are the objects of that Commerce: a detail, which cannot fail to produce a conviction

viction of the indispensable necessity of a well-planned and energetic System of *River Police*; to regulate and control the œconomy of so vast a machine, and to protect such an astonishing mass and variety of Property, in its repeated transits to and from the Ships and Vessels, until it can be ultimately deposited in places of security. This detail also may serve to show, how inefficient and abortive must all the efforts of Individuals prove in preventing Plunder, and Depredation, without the superior power of Legislative aid.

In contemplating this vast extent of Commercial Aggrandisement, we discover also no inconsiderable proportion of those immense resources, which have contributed, in so great a degree, to the power and splendor of the Nation: and these resources are fur-

# V I E W

Documents the true Valuation of the  
 nciple establishber of Vessels and the

disc		andise	Total Value of Merchandise Imported and Exported.		
d.		d.	£.	s.	d.
2	{	Linens, V	10,502,307	15	3
8		Wroug			
10		Linens, W	11,013,937	11	3
		British P	1,638,144	6	5

Thus



RECAPITULATION.

	Ships including their repeated voyages.	Aggregate Tonnage.	Value of Imports.		Value of Exports.	
			£.	s. d.	£.	s. d.
Foreign and Colonial Trade, &c. - -	2946	525,148	23,059,533	7 6	26,387,363	18 4
Foreign Coasting. Mansey, Jersey, &c.	46	5,344	218,916	12 8	83,281	12 1
British - - -	276	32,824	1,878,971	7 2	659,922	14 1
British Coasting. Trade - - -	3676	656,000	1,700,000	0 0	10,000	0 0
England and Wales	5816	500,000	3,900,000	0 0	2,200,000	0 0
London and - - -	684	60,000	200,000	0 0	300,000	0 0
		13,444	1,779,316	30,957,421 7 4	29,640,568 4 6	30,957,421 7 4
Total Imports and Exports					£.60,597,989 11 10	

To which add Inland Trade, &c.

Inland Trade within the limits of the Port in up- & Lower Thames, the river Lea.	88	Barges and Punts, &c. in- cluding repeated voyages with Grain, Malt, Timber, &c. estimated at	-	-	235,000 0 0
---	----	--	---	---	-------------

Add also the value of British Shipping, &c.

Tackle and Appa- rel, trading to, and stationary on the River Thames.	{	1401	{	British vessels in Foreign	{	7600,000	0	0			
		Trade, average									
		418	Colliers	-	-	700,000	0	0			
		496	England,	{	Coasters	-	-	525,000		0	0
		32	Wales,								
		97	Scotland								
		3507	River Craft and Traders	-	350,000	0	0				
		3349	{	Wherries, Burnboats and	{	25,000	0	0		9,200,000	0
Peter Boats	-										
		9300	Total property in the River				70,032,989			11	10
			Thames, annually								

Thus

Thus it would appear, that the estimated value of the Commercial Property which floats in the River Thames, in the course of a year, exceeds *Seventy Millions sterling*! When to this we add the Coals, and Goods of all kinds, constantly exposed in Craft; *Ships of War, Gunboats and Transports*; the *Floys* for conveying Naval, Victualling, Ordnance and Military Stores, to and from the public Arsenals at Deptford, Woolwich, Sheerness and Chatham, to Ships of War and Transports on the River; and to and from Dock-yards at Portsmouth and Plymouth: all which must, in the course of a year, amount to at least *Five Millions*. The whole will present an aggregate of *Seventy-five Millions sterling* of floating property; all of it, more or less, subject to acts of peculation, *fraud, embezzlement, pilage and deterioration*, through the medium



### III. GENERAL OBSERVATIONS ON THE HARBOUR OF THE PORT OF LONDON, AND THE CONVENIENCES AFFORDED TO THE TRADE.

THE present accommodations for the immense Commerce of the Port of London, (with the exception of those Vessels that discharge their cargoes between Blackfriars and London Bridges,) are comprehended in that portion of the River Thames which extends from London-Bridge to Deptford, in length about four miles, and upon an average, 450 yards wide. This Harbour, from the variations in the depth of the water, (p) is understood to comprise four distinct divisions, namely :—

	Yards.		No. of Ships & Ves- sels.
1. The Upper Pool from London-Bridge to Union Hole, for Ships of 250 tons and under. . . . .	1600	Coasters & small Ships	329
2. The Middle Pool from Union Hole to Wapping New-Stairs, for Ships of 350 tons. . . . .	750	middle-sized Ships	126
3. The Lower Pool from Wapping New-Stairs to Horse-Ferry-Teer, near Limehouse, for Ships of 400 tons. . . . .	1800	large Ships	320
4. From Horse-Ferry to the Mooring-Chains at Deptford, for Ships of 450 to 500 tons, drawing 16 feet water. . . . .	2700	Limehouse Deptford	54 50
<p>☞ The large Indiamen drawing from 22 to 24 feet water, cannot discharge higher up than Blackwall.</p>			<hr/> Total 879 <hr/>

(p) For a Statement of the Soundings of the River Thames, see APPENDIX, No. I.

From

From the foregoing account, it would seem, that no more than 879 Ships and Vessels can be easily accommodated in the Harbour: yet, it frequently happens, when the Fleets arrive together, that from 13 to 1400 Vessels, including Coasters, are in Port at the same time.—300 Colliers have been at one time in the Pool, and there are usually from 150 to 200 Sail.

It is moreover to be remembered, that the surface of the River is not only thus occupied by Ships and Vessels arriving from Sea; but also by the numerous Craft necessarily employed in conveying the Cargoes of the larger Vessels to the different Landing Places.

*The East-India Ships* discharge their Cargoes into decked Hoys belonging to the Company: A part from the largest Ships frequently in Long-Reach, and the remainder at Blackwall.

With some few exceptions of small Vessels, which

Of 420 *Timber Ships*, which usually arrive in the course of a year, about 250 are laden with Logs; these are rafted in the River, and generally occupy five times the space taken up by the Ship from whence they have been unladen; and the Vessels laded with Deals occupy a great number of Lighters in their discharge.

The *Coal Trade* alone, which exceeds the Foreign Commerce in the number of Ships annually discharged, requires double the number of Craft which would be necessary for the whole Import and Export Trade of the River. 2196 Barges, averaging about 33 Tons each, (amounting in the whole to 71,903 Tons,) are chiefly employed in the Coal Importation.(g)

On some occasions, above 90 Colliers (each carrying on an average 13 Barges,) are discharged at once. 1170 Coal Craft will then be laden with Coals, occupying different parts of the River at the same time; while the chief part of the remaining Craft, above and below Bridge, are used as floating Warehouses, until the Coals can be discharged.

The monthly supply of Coals for the Metropolis, is estimated at 300 Cargoes of 220 Chaldron each, or 66,000 *Chaldrons*: It is therefore no unlikely position, that (with some exceptions,) 50,000 Chaldrons, on an average, remain exposed to depredation in open Craft on the River all the year round.

(g) See page 15.

Hence it may reasonably be concluded, that the number of Ships, Vessels, and Craft, which cover the Harbour of the Port of London, laden with valuable property, outward and homeward bound, all the year through, cannot be estimated less than eleven hundred. On some occasions there must be many more; for we have seen that 18, Foreign and Coasting Vessels enter the Port in the course of a year.(9)—To these we are to add 2000 River Traders and Stationary Craft, including the Coal Barges; making in all upwards of 11 thousand Floating Repositories of valuable property. The unladen Craft and Wherries will increase the number to nearly 8000 Vessels and Boats of all kinds occupying a space of four miles below, and two miles above London Bridge.

in their Warehouses. Acting under the short-sighted impulses of immediate gain, they have sometimes grasped at the possession of more goods than they could store in places of security : The result has been that perishable commodities, have remained in the Craft, or upon the Wharfs, exposed to the injuries of the weather, and generally to very excessive plunder.

In addition however to these Legal Quays, relief has been occasionally afforded to the Trade of the Port through the medium of *Sufferance Wharfs*. Although these Wharfs have generally been allotted to the East Country and the Coasting Trade, permission has also been granted to land Sugars and Foreign Articles at them ; and particularly in the years 1793 and 1799, when the arrival of several Fleets at the same time occasioned an uncommon press of business.

Five of these *Sufferance Wharfs* are situated on the North side of the River; between the Tower and Hermitage Dock ; the remainder, 18 in number, are of larger dimensions, but they are all situated on the Surry side. The whole compose a frontage of 3676 feet upon the River.(r)

The detached, and, in some respects, the remote situation of the Sufferance Wharfs, with various other inconveniences with regard to the Warehouses, render them but an indifferent succedaneum ; and the hazard of loss by plunder, has been found to be, in many respects, much increased by this alternative.

(r) See the following page for an account of the Wharfs.

**PUBLIC FOREIGN SUFFERANCE WHARFS, within the limits set out by the COMMISSIONERS of the CUSTOMS, and particularly specified and decreed by them to be PUBLIC WHARFS, on the 13th of May, 1789.**

[From the Second Report of the Select Committee, upon the Improvements of the Port of London, page 134; Appendix, (C 4)]

of the River.	Sufferance Wharfs.	No. of Feet next to the River each Wharf oc- cupies.	No. of Tons the Ware- houses will contain.	No. of Tons the Yards will contain.	No. of Hundredths of Sugar each Wharf can hold.
of the River.	Chamberlayne's Wharf .	195	4,500	400	3,000
	Cotton's . . . . .	250	4,500	500	2,000
	Hay's . . . . .	118	16,000	2,000	3,000
	Beal's . . . . .	152	4,000		1,500
	Griffin's . . . . .	149	6,000	600	3,500
	Symon's . . . . .	124	20,000	10,000	7,000
	Stanton's . . . . .	157	6,000		2,000
	Deane, Butt and Co's .	511	20,000	12,000	7,000

## V. WAREHOUSES FOR THE ACCOMMODATION OF MERCHANDISE.

The Warehouses for the accommodation of Merchandise are numerous, and some of those belonging to the East-India Company, are splendid and commodious in the highest degree. Their goods are carted to these Warehouses from their own Quays, where they are deposited under the care of Revenue Officers, specially appointed, as the duties are never paid until the goods are delivered after a Sale takes place; a privilege which could not fail to give an inconceivable spring to Commercial pursuits if extended to all the other great branches of Trade.

The Warehouses at the Legal Quays, where Sugars and other West-India commodities are generally landed, are not equal to the accommodation of more than 32,000 hhds. of Sugar: Those at the Sufferance Wharfs, if not occupied with other goods, would contain 60,000 more; (s) but as they are generally allotted for other Merchandize, and as it frequently happens, especially during war, that of an importation of 150,000 hhds. in the course of six months, 120,000 will arrive in *three*; the consequences have been that Sugars, and other valuable commodities, have been piled upon the Quays six or eight hogsheads high.

Under such circumstances, previous to the establishment of the Marine Police Office, the property

(s) See Table of Sufferance Wharfs, page 32.

of the Planters and Merchants became a prolific harvest to the hordes of plunderers who work upon the River, and prowl about the Wharfs.—The Ships and Lighters also became temporary warehouses, equally the objects of pillage, and daily and nightly depredations, to an extent that exceeds all credibility; while those to whom the protection of the property was then committed were themselves, in many instances, most deeply implicated in the villainy.

But the evil was by no means confined to depredations committed on merchandise thus exposed. The loose system which then pervaded, and it is to be feared still pervades, the interior of the Warehouses, is productive of much abuse and no little peculation, of which more will be stated in its proper place.

Having thus followed the Navigation and Com-



already given. It will therefore be sufficient briefly to show the progress of this great branch of the National income, and to trace it from an early period to its present wonderful amount.

In the year 1613, according to Davenant, the Customs of the Port of London stood thus—

	£.	s.	d.
On Goods Outwards . . .	£.61,322	16	7
Inwards . . .	48,250	1	9
	<hr/>		
		109,572	18 4
In the same year the Customs of all England produced only . . . . .		35,502	9 4
Being nearly three to one in favour of the Metropolis.			
In 1666 the same Author states that the whole Customs of England were farmed by the year, at . . . . .		390,000	0 0
From 1671 to 1688 the whole Customs of England produced on an average yearly, only		555,752	0 0
From 1700 to 1714 the Revenue of the Customs of England, on an average of 15 years, yielded . . . . .		1,352,764	0 0
While in 1711 the Customs, as stated by Davenant to have been received in the Port of London alone, amounted to . .		1,353,485	0 0
In 1725 the Customs of this Port amounted to about . . . . .		1,500,000	0 0
— 1750 . Idem, exclusive of the Excise on Spirits, Tea, &c. &c. about . . .		1,750,000	0 0
— 1775 . Idem . . . Idem . . Idem		2,250,000	0 0
— 1785 . Idem . . . Idem . . Idem		2,500,000	0 0
— 1795 . Idem . . . Idem . . Idem		3,643,940	9 11
— 1796 . Idem . . . Idem . . Idem		4,168,661	11 2
— 1798 . Idem . . . Idem . . Idem		4,815,031	16 2
— 1799 . Idem, including Convoy duties		6,422,791	0 5

From this just point of view in which the subject is placed, the mind must be struck with astonishment, (especially when it is considered that the immense duties of Excise are not included,) at a progress so rapid, under the weight of so many succeeding wars, and terminating at a crisis of unexampled Public expence, in so splendid a display of the Commercial enterprize of the Merchants, and the opulence of the Metropolis; exhibiting, at the same time, the ability it possesses of contributing, in every exigency of danger and difficulty, to the effectual aid of the State.

The fact however is, that not a little of the success of the Commerce of the Port of London, is to be attributed to the spring which has been given to it by the wise and enlightened policy adopted by the Government in the course of the present War.—This

## CONCLUDING OBSERVATIONS.

While every lover of his Country must glory in its Commercial Aggrandizement, and in the exalted pre-eminence which she holds among the Nations of the World ; the same spirit of patriotism should act as an incentive to the establishment of those principles of moral rectitude, which form the only true and solid foundation of *permanent prosperity*, either among Nations or Individuals. How much soever the mind may be dazzled with the glare of power and wealth, no truth is better established than this; that where riches flow upon a Country, exhibiting in one scale the advantages arising from the accumulation of masses of property, these blessings are but too frequently weighed down by an accession of crimes in the other:—these, unless their increase is prevented in due time, will forcibly operate in sapping the foundation of all morals, and insensibly lead to those consequences which have fatally terminated the *Power*, the *Splendor*, and even the *Existence* of Nations.

The present state of society and manners—The wonderful change apparent in the habits of the lower orders of the Community—The recent, and perhaps too effectual attempts to undermine that sense of Religion and moral rectitude, which re-

Imports and Exports to and from the Port of Lon- don only, for the year end- ing the 5th of Jan. 1798.	{	To Spain . . . . .	£.947,759	17	8
		To France and Flan- ders . . . . .	1,015,017	19	0
		To Holland . . . .	2,211,362	0	10
		<hr/>			
		Total . .	£.4,174,139	17	6
					strained

strained the mass of the people from minor acts of delinquency : All these considerations call for such internal regulations as may operate in the most immediate manner, in controlling the ill-directed and tumultuous activity of human passions ; to counteract the influence of wealth under its various attractions of pleasure and pain ; and to prevent it from disseminating its poison, while it confers its blessings.

To effect this purpose, *inestimable* in a national point of view, and benevolent and humane to all whose vices and enormities it tends to restrain, a *Police* must be resorted to upon the broad scale of *General Prevention*—*Mild in its operations,—Effective in its results ; having justice and humanity for its basis, and the general security of the State and Individuals for its ultimate object.*

## CHAP. II.

*Reflections on the origin, rise, and progress of Depredations on the River Thames.—Causes assigned, viz. Smuggling pursuits generating Depravity—Impunity—The want of apposite Laws, and the means of carrying them into execution.—River Plunder felt as a serious evil about the middle of the Century.—The Bumboat Act of the 2d Geo. III. Cap. 28.—Its Provisions explained.—Bumboats greatly diminished since the passing of this act—Supplied by the Watermen's boats.—The inefficacy of the Bumboat Act explained.—Culprits support one another by raising a general Fund for Penalties. The injury to the Crown and the Subject, from this source in the Century, estimated at Ten Millions Sterling. An Inquiry instituted in 1797, with a view to the establishing a Police.—A detail of the evils which the adoption of the System developed, 1st. with respect to the Depredations of River Pirates—2d. Night Plunderers—3d. Light Horsemen—4th. Heavy Horsemen—5th. Journeymen Coopers—6th. Watermen—7th. Mud-larks—8th. Rat-catchers—9th. Game Lightermen—10th. Scuffle-hunters.—Pillage on the Quays.—Warehouses.—The Devil hogsheads explained.—The aggregate loss under pretence of drawing Samples, estimated at 70,000*l.* a year in West-India articles, exclusive of general plunder.—Concluding observations.*

No sooner had the Commerce of the River Thames arrived at that point of respectability, which rendered it necessary, from the peculiar situation of the Port, to remove Merchandise in large quantities from Ships and Vessels to Lighters, and from thence to the Landing-places, and *vice versa*, than it appears to have been afflicted by Criminal Depredation.

It is probable, however, (although the fact cannot be clearly ascertained) that this had not become a very serious evil, until after the commencement of the 18th Century.

The progress of evil propensities was slow, while a sense of Religion and Morality operated in a greater degree than at present, upon the minds of the lower

The unpopularity which attached upon all Imposts levied on the Subject in the earlier periods of Society, when men's minds were less expanded and enlightened, rendered illicit transactions and frauds upon the State less an object of reproach than offences committed on the property of individuals: This indeed continues too much the case even at the present day, and hence the minds of the Offenders cease to be restrained by a sense of the moral turpitude of the action.

By degrees, probably (though the transition was easy) little distinction was made in illicit transactions between the *Adventure of the Individual, and the Property of the Merchant or Consignee of the Cargo*. The habit once acquired of removing the *one* in a clandestine manner, led by analogy to the removal of the *other*.—The mind thus reconciled to the action, the offence screened by impunity, and apparently sanctioned by custom, the habits of pillage increased: others seduced by the force of example, and stimulated by motives of avarice, soon pursued the same course of Criminalty, while the want of apposite Laws, and the means of carrying into execution those that existed, gave an extensive range to Delinquency. New Converts to the System of Iniquity were rapidly made. The mass of Labourers on the River became gradually contaminated.—A similar class upon the Quays, and in the Warehouses, caught the infection, and the evil expanded as Commerce increased.

Certain

Certain it is, that Depredations on the Floating Property in the River Thames were felt as a very serious evil, so early as the middle of the Century: since it appears that various efforts were used about that period, to put the then existing Laws in execution, for the purpose of suppressing the Thefts committed on the Tackle, Apparel and Stores, and also on the Cargoes, of Ships and Vessels lading and discharging in the Port of London: These efforts proving ineffectual from the deficiency experienced in the Laws, recourse was had to the Legislature, which at length produced the Act of the 2d of his present Majesty, cap. 28, "*to prevent the committing of Thefts and Frauds by persons navigating Bumboats and other Boats upon the River Thames.*" — From the Preamble to this



*“ and fraudulently carry away the same,—likewise  
“ encourage such Seamen and Labourers to dispose of  
“ such Cordage, Cables, and Buoys, and such Goods,  
“ Merchandise, Materials and Stores, secretly and  
“ unlawfully, whereby great losses are sustained by  
“ Merchants and Owners of such Ships and Vessels,  
“ and other Craft trading in the said River.”*

The existence of the evil is here strongly depicted; and the object in view, seems to have been the protection of the Stores and Materials of Vessels trading to the Port of London, as well as their Cargoes.—Considerable pains seem to have been bestowed in attempting to reach the evils that existed, and a certain expence was incurred in obtaining this Act: Yet, perhaps from the circumstance of its being a *local Statute*, fourteen years actually elapsed after its passing, before any one of its provisions was carried into effect.

It has indeed been the case with many very salutary and wholesome Laws, that they have remained a dead letter to the great injury of the Community.

These, among numerous other inconveniences, which are suffered by the innocent part of the Public, clearly demonstrate, that an active principle is wanting in the Body Politic, not only to give effect to the Laws now in being for the well-ordering of Society, but to suggest others, as circumstances change, whereby the rapid strides of Delinquency may

may be impeded, and a greater portion of Security extended both to Life and Property.

By this Act it is provided " That the Owners of, or Persons using Bumboats between London Bridge and the Hope Point, for the purpose of bartering their Wares with Seamen and Labourers in the River, should not be permitted to exercise their Trade until Registered, Marked, Numbered, and Licensed by the Trinity Corporation; (u) who are also authorised under their Common Seal (and the same authority is given to any seven or more Owners or Masters of Ships then wholly or partly in the River) to appoint persons who shall have authority to search and detain any Boat having goods on board, suspected to be part of the Cargo or Materials of any Ship or Vessel in the River Thames, and to have been stolen or unlaw-

sons having Ropes, Stores, and other Goods, suspected to have been stolen, or unlawfully procured, from Ships and Vessels in the River Thames, and to bring the Parties in like manner before a Justice : The Offender, if unable to produce a person to prove the sale and delivery, or to give a satisfactory account, shall be adjudged guilty of a misdemeanor. The goods so seized are to be deposited with the Churchwardens of the Parish, or in any other convenient place, and if not claimed after due notice, they are to be sold, and the produce divided between the Informer and the Parish.

“ Justices are also authorised upon Information, on Oath, of a suspicion of the Concealment of Goods, stolen from Ships or Vessels, in any house or place, to grant a warrant to search ; and, if Goods are found, to convey the same with the occupiers of the house before a Justice : The Offenders refusing to give an account to his satisfaction, by what means they were obtained, or to produce, in a reasonable time, the Parties from whom they were purchased, shall be guilty of a misdemeanor.

“ The Penalty inflicted by the Act, in all the foregoing cases of misdemeanors, is 40s. for the first Offence, and 4l. for the Second, and every subsequent Offence, to be levied by Distress and Sale ; or, in default of such Distress, the Offender to be imprisoned for the first Offence one Month, for the second two Months, and for every subsequent Offence, till he shall be discharged by the Sessions.

“ Pawnbrokers and others are also authorised and required to stop suspected persons offering goods to sale, supposed to be part of the Cargo or Materials of Vessels, and to bring the Parties before a Justice to be dealt with as in the foregoing cases:

“ It is by this Act made an Offence punishable by 14 years’ Transportation, to buy or receive Goods stolen from Vessels in the River Thames; and with seven years’ Transportation, to cut, spoil, or damage any Cordage, Cables, Buoys, Buoy-ropes, or Headribs, fixed to Anchors or Moorings in the River Thames, with an intent to steal the same; and the like Punishment of seven years’ Transportation, is inflicted for obstructing the execution of this Act.”

This is the only Statute which at present applies,

Whether the enforcing the penalties of this Act, had the effect to banish this class of River Hawkers from the Pool, or from whatever cause it has proceeded, certain it is, that their number is greatly diminished within the last 20 years, since it appears there are only at present 155 (x) upon the Registers, who have received Licences, and these chiefly carry on their traffic among the Shipping in the neighbourhood of Gravesend, where many of them reside, out of the view of those who are authorised to control them.

It is to be lamented that Successors to these Traffickers in Plunder, were soon found in the fraternity of Watermen, who appear to have given at least equal, if not greater, facility in the removal and disposal of Stolen Property ; for the evil, instead of being lessened by the diminution of the Bumboats, has been gradually increasing every year. It is evident also, that the detection of Offenders, and the numerous convictions under this Act, (y) have been equally inefficacious :—On the contrary, it appears that the provisions of the Act have operated in a manner diametrically opposite to the views of the Legislature, and the zeal and exertions of the Magistrates. For the Culprits on discovering that the penalty in the first instance, and recourse was sel-

(x) Vide APPENDIX, No. II.

(y) The Bumboat convictions have exceeded 2500 since the Act was put in force, and the penalties and forfeitures could not amount to less than from six to seven thousand pounds.

dom had to the severer penalties, amounted only to 40r. and that, previous to the Institution of a River Guard under the Marine Police, even this penalty did not probably attach to *one offence in three or four hundred*, they established a *general Subscription Club*, for the purpose of defraying all expenses arising from detections, penalties, and forfeitures. This Subscription the profits of their Plunder well enabled them to support : and hence, instead of a check, the Statute was made to operate as a kind of licence, and this mischievous and extensive Confederacy was encouraged to continue its enormous Depredations on Commercial Property without the dread of punishment ; for the common fund secured them against all expences in cases of conviction, and indeed against the possibility of suffering any mate-

spect to this alarming evil in all its gradations, with a view to the formation of a System of *River Police*, which might stem the torrent of existing mischief, and overcome those difficulties which had heretofore baffled the united efforts of the Merchants; and finally, that by a mild and prudent application of the arm of legal authority, strengthened by a competent civil force, such measures might be adopted as should be effectual in subduing the enemy, and in protecting the Floating Property upon the River Thames, from a continuance of the unexampled Depredations to which it had so long been subject.

This inquiry has developed the scene of iniquity which is now to be detailed, and brought under the review of the Reader; which will serve at once, as an irrefragable proof of the policy and necessity of timely expedients, to prevent that multiplication of Crimes, which are the never-failing attendants of opulence; and as a beacon to the Commercial World against the evils resulting from this source.

After travelling over Volumes of Documents, exhibiting the various devices to which Delinquents had recourse for the purpose of obtaining Plunder on the River Thames, it has been thought expedient to arrange the details respecting this extensive mischief under the following heads :—

### I. RIVER PIRACY.

THIS species of Depredation was carried on by the most desperate and depraved class of the fraternity of nautical Vagabonds, aided by Receivers (equally noxious and hostile to the interest of Society) who kept Old Iron and Junk Shops, in places adjacent to the River, ever ready to deposit and to conceal the nocturnal Plunder of these hostile Marauders, who were generally armed and equipped with Boats, either kept or stolen for the particular object they had in view.

It was the practice of these Free-booters, to select dark nights for committing Depredations; having previously reconnoitered the River during



sion ; emboldened by the force of their Gangs, and the total want of a River Guard. Well authenticated instances have been adduced of their cutting bags of cotton, and other valuables, from the quarters of Ships on their first arrival ; and even of their weighing anchors, and getting clear off with these heavy materials, together with the Cables and every portable article upon the deck of a Ship : One instance in particular occurred a few years ago, where an American and a Guernsey Ship were plundered in this manner, by the actual removal both of Anchors and Cables, ultimately in the view of the Masters of the Vessels, who were alarmed time enough to get upon deck, to learn the fact from the River Pirates themselves ; who, as they rowed off, told them that they had got their Anchors and Cables, at the same time wishing them a good morning.

They are no less adroit with respect to Lighters having cargoes on board, wherever they are, either unprotected, or where they are able to bribe or overawe the watch. Their practice has been to cut Lighters with valuable cargoes a-drift, and to follow them until the tide carries them to convenient situations to be pillaged, and then to remove as much of the cargo as their strength, and the opportunities they possess of concealment, will admit. By such means have the ponderous and bulky articles of Tallow and Hemp been plundered to a considerable extent ; while the Tackle, Materials, and Stores, of

Vessels, of all dimensions, have suffered severely. Not seldom also have the portable Packages landed from Ships under discharge, as well as Bales, Boxes, and Trunks of merchandise, in their transit to outward-bound vessels, been the object of similar attacks.

Previous to the war, this class of audacious plunderers was very numerous. The impress-service diminished them considerably, but unless the vigour of the present River Police system is continued, and improved by apposite Legislative Powers, and its force considerably increased, they will become extremely formidable on the return of peace, when so many depraved characters will, of course, be discharged from the Navy and Army.

## RIVER POLICE.



criminal pursuits, and share in the booty. On discovering by this means where plunder is to be obtained, their practice has been to provide themselves with a lug-boat, seized on for the purpose, to proceed to these unprotected Lighters at midnight ; and to remove such parts of their cargoes as are accessible and portable : This they convey immediately to the place settled by the Receiver, or criminal purchaser, and there deposit the spoil. One instance of this kind occurred in January 1799 ; when a gang of these miscreants were detected in the act of lading a lug-boat with Hemp, from a Lighter near St. Catharine's. The Hemp was secured, and one of the culprits at the same time apprehended by the Marine Police Surveyors ; this man, becoming afterwards an evidence for the Crown, developed a scene of iniquity which, from its nature and extent, attracted particular notice ; especially as the measures which these adepts in this species of River plunder resorted to, appeared not to have been before enrolled in the catalogue of devices practised by such criminals. It turned out on a full investigation, that five boat loads of Hemp, averaging about 15 cwt. each, had been stolen in the course of a few weeks, and conveyed through London Bridge to Ranelagh Creek ; two of which were sold to a twine spinner in that neighbourhood. Three of the five boat loads, were carted down in the day time openly to the warehouse of a Receiver in the City ; while the other two, were conveyed up to a wharf near the premises of the

same Receiver, and delivered by the thieves themselves, with every appearance of its being a fair transaction, and without any suspicion being excited to the contrary; although the goods were actually stolen the night before.

The mode, however, which is practised in conveying these articles, differs according to the nature of the Goods which are stolen. While in some cases delinquents are less liable to detection, from the great extent of the Metropolis, in removing their plunder to the repositories of the Receiver in open day; so in others, where articles are subject to seizure by Officers of the Revenue, a nocturnal expedition is planned. The fraudulent purchaser is apprised of the design. He remains up during the night, with open doors, ready to receive his associates

with a supper and liquor. The watchman received half a crown for his civility in taking no notice of the transaction.

In addition, however, to the plunder of the Lighters, there has for a considerable time existed a most extensive and alarming system of depredation upon the cargoes of outward-bound ships, in various ways, by this class of River Thieves. Here the amount of the plunder is by no means the most serious evil; for in addition to the loss of property, which the ship-masters are always obliged to make good, they frequently, at the same time, have an undeserved stigma fixed upon their character, productive of consequences the most calamitous to themselves and families, as they are unjustly divested of the trust reposed in them, and thereby deprived of the very means of subsistence.

Not long since, a Boat with two trunks of printed Muslins of considerable value, was overtaken and seized about midnight, together with two of these nightly plunderers, by the Marine Police Surveyors. On examination before the Magistrates, it appeared, that one of the culprits had entered as a mariner for the voyage on board the vessel, merely for the purpose of affording him the means of plundering the cargo while in the progress of stowage. With this evil intention in his mind, he placed the two trunks in question in an accessible situation, close to the fore-scuttle, the key of which (for it was always locked in the night) he took on shore during the day to the Receiver,

Receiver, who had agreed to purchase the ~~boat~~ when procured. The Receiver got a similar key made; the original being returned to the place where it usually hung in the binacle, early in the afternoon, to prevent suspicion. A little before midnight, the two thieves went on board, opened the scuttle-hatch, with the key which the Receiver had procured to be made, and the two trunks being placed in a situation to be handed up at once, they were removed into the boat without discovery; and the property would probably have never been heard of, had there not at the time been a vigilant guard upon the river.

One of the prisoners made a candid confession, and stated various other robberies which had been committed by similar devices. In the course of his examination, he mentioned a particular ship, from which he and others had taken property to a consi-

has been generally conceived ; for the actual felony could rarely be discovered, and indeed, was seldom or ever suspected, until the ship discharged her cargo at a distant port. Deficiencies of this nature, which frequently were imputed to inaccuracies and *mistakes* in shipping the cargo, were, in fact, the result of deliberate acts of villainy, committed under circumstances where no clue to a discovery could be found, and where the Owners or Shipmasters were saddled with the ultimate loss.

Encouraged in this manner by the security against detection, and the resource for plunder, which was afforded by the transit of perhaps not less than two millions of packages, composing outward-bound cargoes in the course of a year ; it is certain that this species of depredation has, for a length of time, been gradually increasing ; and the River plunderers, perhaps from the extent and value of the booty which is obtained, appear, of late years, to have preferred this mode of robbery ; particularly since the establishment of the River Police, which has, in so great a degree, destroyed the system of pillage which prevailed in the homeward-bound West-India cargoes.

Indeed, when the state of morals among the various classes of individuals employed upon the River is considered, it ceases to be a matter of wonder, that men, who may be said to have been regularly trained to acts of delinquency, whose expensive mode of living, in consequence of depraved habits, increases their wants, and who are no longer restrained

strained by any sense of the turpitude or injustice of the action, should be driven from one criminal conspiracy to another, to secure a continuance of their nocturnal depredations.

### III. NIGHT PLUNDERERS, DENOMINATED LIGHT-HORSEMEN.

Among the various classes of depredators on the West-India Trade in the Port of London, those denominated *Light Horsemen* seem to have been by far the most pernicious, inasmuch as the pillage they obtained, by the variety of their artful practices, was generally extensive and valuable.

The Receivers who resided in the vicinity of the River, on both sides, were the chief leaders in this peculiar system of plunder; and it was always



nated *Light Horsemen*, were generally composed of one or more Receivers, together with Coopers, Watermen, and Lumpers, who were all necessary in their different occupations, to the accomplishment of these iniquitous designs.—They went on board completely prepared with *Iron Crows*, *Adzes*, and other utensils, to open and again head-up the casks—with shovels to take out the Sugar, and a number of Bags made to contain 100 lb. each.—These Bags were denominated *Black Strap*; having been previously dyed black, to prevent their being seen in the night, when stowed in the bottom of a wherry.

The different members of the Gang had each a peculiar province assigned.—The Receivers generally furnished the money necessary to bribe the Officers and Mate in the first instance, and also provided the *Black Strap*. The Watermen procured as many boats as were wanted. The Lumpers unstowed the casks in the hold. The Coopers took out the heads, and all hands afterwards assisted in filling the bags, dispatching one boat after another to an appointed place, and making the best use of the infamous licence they had purchased, in removing as large a quantity of property as could be carried off by the utmost exertions of excessive labour; which seldom amounted to less than the value of from 150*l.* to 200*l.* a night. It has been stated upon oath, in the course of Judicial proceedings, that in the progress of the delivery of a Ship, from 10 to 15 Tons of Sugar have been removed by these nocturnal expeditions,

ditions, exclusive of what was obtained by the Lumpers during the day, which was always excessive and uncontrolled wherever Night Plunder had taken place. This indulgence was generally insisted on and granted to Lumpers, to prevent their making discoveries of what they called, the *Drum Hogsheads*, which they found in the hold on going to work in the morning; by which is understood, Hogsheads from which from one-sixth to one-fourth of the contents had been taken out the night preceding.

It was ascertained by evidence at the Old Bailey and the Assizes, that from three Ships discharged in 1797, a quantity of Sugars, equal to the usual weight of 30 hhds. was thus removed in the night, besides excessive daily pillage; by the whole of which a loss was sustained of nearly three thousand pounds.

This was obtained by means of a regular system, immediately applicable to the nature of the article.—*Skins* and *large Bladders*, with *wooden nozzles*, were secretly conveyed on board.—A Bribe was given, as in the case of Sugar and Coffee, to the Mate and Revenue Officers for a Licence to draw off a certain quantity from each cask, for which purpose a pump, usually denominated a *Jigger*, was previously provided, and also *tin tubes* calculated to render the booty accessible in every situation.—By such devices the *Skins* and *Bladders* were filled, and large quantities removed to the Houses of the Receivers during the night. All the Ships thus circumstanced, were denominated *Game Ships*.—It is not possible to ascertain what proportion, in a Fleet of 370 or 400 Sail might be in this unfortunate predicament.—The information of persons who had access to know much of what was going forward, state it at *one-fourth*; while others do not suppose that this species of systematic depredation could extend to more than *one-fifth*.—Certain however it is, that the Plunder through this medium was excessive, and went to an extent in Sugar, Coffee, Rum, Pimento, Ginger, and other articles, which exceeds all credibility.

**IV. HEAVY-HORSEMEN, OR DAY PLUNDERERS.**

Under the description of *Heavy Horse*, is comprised that class of labourers called Lumpers, who are chiefly employed in the lading and discharging of Ships and Vessels in the River Thames.—They consist of a body of about seven hundred men, who, from long habit, have acquired both a knowledge of the means of committing depredations on Commercial Property, and the inclination, wherever opportunities offer, of reducing it to practice.—To this phalanx of delinquents may be added about seven hundred more, who are also occasionally employed in the same line, when the Port is crowded with Ships, and are generally well disposed to follow the example of the more regular

filled, were lashed to their legs and thighs, and concealed under wide trowsers.—By these means they were enabled to carry off Sugars, Coffee, Cocoa, Ginger, Pimento, and every other article which could be obtained by pillage, in considerable quantities.—And as the mistaken parsimony of Ship Owners and Ship Masters, in not victualling these Lumpers on board, furnished them with an excuse to go on shore, in many instances, three times a day, they generally endeavoured to be completely laden each time; more especially in cases where Night Plunder took place, for then (as has already been observed,) they had an unrestrained Licence to Plunder *ad libitum*; and under such circumstances, in the cant language of these miscreants, the Ship was denominated *Game*: and the Contracting Lumper had their labour without pay, by which means he pocketed the whole of the money received for delivering the cargo.—Indeed, it has been clearly established by the testimony of not a few of the parties themselves, that when Ships were known (from the character of the Mate and Officers, a fact easily ascertained by their connection and intercourse with Receivers,) to be *Game*, interest was made with the Contracting Lumper to be admitted to work on board without any pay, trusting to the chance of Plunder for remuneration; which often enabled the criminal labourers to divide from one to three guineas a-piece every night; while the class of irregular Lumpers, who were not in the same confederacy,

federacy, might share about half as much.—In such cases, the evil example which universally prevailed, contaminated the whole mass, and *Coopers, Revenue Officers*, and the Ship's Crew, all participated in the spoil, while the injured Proprietors were all the while unconscious of the losses they suffered.

Volumes of evidence, upon oath, could be adduced of the shocking lengths to which this pillage extended, and the wide range it embraced; but as the detail would be too tedious, it may be only necessary to mention that it has been ascertained by the voluntary confession of one of the principal leaders, that out of ten Ships discharged in the River Thames, in the Autumn of 1797, the Sugar alone stolen by a particular Gang, although sold near fifty per cent. under its real value, produced no less than 3072/.

the whole of the iniquitous practices which prevailed in the discharge of the Fleets from the West-Indies.(a)

The Lumpers however, do not appear to be the only class of delinquents who have profited by the system of depredations which has been explained, since no inconsiderable portion of the pillage fell to the share of

#### V. JOURNEYMEN COOPERS.

The labour of this class of Mechanics being necessary to repair casks and packages, which have suffered injury in the stowage; about four hundred are supposed to be employed in different vessels under discharge, when the Port is crowded. A large proportion of these men were accustomed to convey on shore considerable quantities of *Sugar, Coffee,* and other articles, on leaving West-India ships after they quitted work in the evening; and they have been even known to break hogsheads wilfully to obtain plunder, when it was not accessible from the general bad condition of the cargo. It has also been understood, that they were even permitted to take greater liberties than the Lumpers, and to pillage larger quantities, as they were seldom challenged or restrained, while on some occasions it was customary to check the rapacity of the Lumpers.(b)

(a) For the classes and number of these Labourers, denominated Lumpers, and the probable proportion of the corrupt to the honest see *post* Chapter IV. (Div. 4.)

(b) For the probable number of this class who may be considered as Delinquents see *post* Chapter IV. (Div. 6.)

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In all West-India Ships, where Plunder was likely to be obtained, several of this class were accustomed to assemble with their boats round the Bows and Quarters, ready to receive bags and parcels of stolen articles, with which, in consequence of a preconcerted plan, they immediately rowed on shore and secured the booty.—In every instance where they were not themselves the actual thieves, they were able and alert auxiliaries; and in a course of years previous to the establishment of the Marine Police, obtained very large sums by the assistance they thus afforded to every class of Depredators on the River.

A Ship-Master who had been a stranger in the River, finding himself beset by a gang of audacious Lumpers, who insisted on carrying away Plunder in spite of all his exertions to prevent it, while he was engaged upon deck in searching these miscreants, a barrel of Sugar (his private property) which stood in the cabin, was in the course of a few minutes, emptied and removed in bags through the cabin windows, under which a Waterman with his boat lay to receive it, and got clear off without discovery, to the surprize of the Captain when he returned to his cabin.

In the various ramifications of this extensive and nefarious system, the next in order of the criminal auxiliaries were a class of low and miserable beings, who are accustomed to Grub in the River at low water for old Ropes, Metals and Coals; and from

that circumstance generally were known by the appellation of

#### VII. MUD-LARKS.

In all cases where any West India or other Vessel under discharge was known to afford a resource for Pillage, and was from that circumstance denominated a *Garne Ship*, these Grubbers were accustomed to prowl about in the Mud under her Bow and Quarters, for the purpose of receiving from the Lumpers, and others who were employed in the delivery, bags and handkerchiefs of Sugar, Coffee, and other articles, which they conveyed to the houses and shops of the Receivers, according to the plan which had been preconcerted by the confederates in this general conspiracy.—And as the recep-

## VIII. RAT-CATCHERS.

The ingenuity of men, devoid of the principles of moral rectitude, is ever fertile in devising the means of acquiring support by criminal expedients.—Among the various classes of delinquents, who have contributed to the removal of Plunder from Ships and Vessels in the River Thames, are to be included a set of individuals who pretend to follow the profession of *Rat-Catchers*.—Many ships being infested with rats—recourse is had to persons who pretend to have a knowledge of the means of destroying them.—They are permitted with this view to go on board in the night to set their traps, and afterwards to visit them at such hours as they choose to prescribe to themselves.—In this situation they become useful auxiliaries to Lumpers and others, who have concealed Plunder in the hold, until a convenient opportunity occurs for removing it, which they generally are enabled to accomplish without suspicion.—It has been said that in some instances, they not only commit depredations themselves, but for the purpose of getting access to different ships, and to increase the demand for their *professional labours*, they have even been accustomed to convey the Rats alive from one ship to another, as a means of receiving payment for catching the same animals three or four times over.

Such were the various devices which had been resorted to, for the purpose of obtaining and convey-  
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ing away the Plunder from Ships and Vessels, under discharge, in the River Thames.—This system however, extensive as it appears to have been, did not comprise the whole of the mischief; since it is known that the Cargo was no sooner removed into the Lighters, than it became a prey to a new class of River Plunderers, generally denominated

#### IX. GAME LIGHTERMEN.

This class of aquatic labourers are stiled *Journeymen*.—They comprise a very large body of men, part of whom, it is to be hoped, are not of the criminal fraternity.(d)

In addition to the Pillage which these Journeymen Lightermen were accustomed to obtain in the Ligh-

and calculated to hold considerable quantities of goods, not only enables these Lightermen to remove bulky and valuable articles, whether stolen or smuggled, but also to conceal them instantly from public view; by which means whole bags of *Coffee*, *Ginger*, *Pimento*, and other articles, including large quantities of *Sugar*, have been frequently conveyed unnoticed from West-India Ships. The stolen property which was thus concealed and locked up, generally remained until the Lighter was discharged of her Cargo, and afterwards until removed to the usual station for empty Craft, off the Custom-house Quay. Suspicion being then at rest, means were found by the assistance of Skiffs to land the Goods, and convey them to the houses of the Receivers.

A respectable Officer of the Customs confirmed what is thus stated to have been the practice. In 1795, he seized 109lb. of Sugar and a bag of Coffee, in the act of being removed from a Lighter by means of a Skiff.—In the same year he seized another bag of Coffee in a similar situation, weighing 78 lb. and a bag of Sugar, weighing 58 lb.

In addition however, to these Partnership Concerns, the Game Lightermen traded to a considerable extent on their own account, and seldom failed to avail themselves of every opportunity that offered, whereby they could abstract a part of the Cargo under their charge; for which purpose they resorted to those various devices in which the minds of men,  
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in a course of Criminal Turpitude, are but too fertile.

Among other contrivances when the Cargo in trust, and other circumstances (such as a good understanding with the Revenue Officer) offer a resource for Plunder, measures are taken for the purpose of losing the tide, that time may be given to effect the object in view. The Lighter is removed to a convenient situation. Casks and packages are opened, and a Skiff attends for the purpose of conveying on shore, in the night, the Plunder which is obtained,

A Lighter having taken on board a cargo of Oil from a Vessel, which had arrived from the British Colonies in America, the Lightermen who had her in charge, wilfully contrived to lose the tide in her way up the River. Having thus obtained time for

with the Oil which had thus been purposely abstracted. The Lightermen had the effrontery to claim it as their perquisite, and seemed highly offended at being deprived of it. This discovery however, clearly explained by what means he had been plundered on former occasions.(e)

When Sugars, Coffee, Pimento, and Ginger are thus circumstanced, not a few of the Casks and Packages are reduced considerably in their contents before they reach the Quay, where they are to be discharged.—Of this species of Pillage many instances have occurred, and it has generally been felt as a very serious evil :—not confined to the West-India Trade alone, but *pervading the whole Commerce of the River* :—even Staves and Timber of different kinds have been purloined in this manner.

A case occurred about four years ago, where a quantity of American Staves were stolen from the Cargo of the Lighter, concealed in one of those Lockers, and afterwards disposed of clandestinely at an under price. Logwood and Fustic, and all Dye-woods, have been generally subject to excessive Plunder, both in the Lighters and on the Wharfs, from the ease with which they can be removed. It is not uncommon to throw Logwood and Fustic over board, for the purpose of picking it up when the tide ebbs.

The truth in fact, is, that nothing escapes the

(e) See Treatise on the Police of the Metropolis.

rapacious grasp of these aquatic Carriers; and their ingenuity has ever been on the stretch to devise the means of converting *Pillage* into *Perquisites*.

In spite of the greatest attention on the part of the Master Lightermen, who are generally very respectable, it has been found impossible to control their Journeymen, or to keep them within the bounds of honesty.

While their Lighters are at the Quays, instances have occurred, where the Journeymen have entered into a conspiracy with the Watchman (who, on many occasions, in the throng of the Season, is said to be a man of their own appointment) to plunder their own Lighters for several nights successively, which is the more easily effected, as pretences can never be wanting to go on board at all hours of the night, without exciting the least suspicion, inasmuch as these men belong to the Lighter, and are supposed to be on board for a useful purpose, to watch the tides, when, in point of fact, these visits are actually to commit Depredations.

Having thus traced Commercial Property through all its stages of danger, while moving in transit on the River Thames, it remains now to follow it to the Landing Place: Here it is discovered to be again assailed by an assemblage of banditti who pass by the name of

## X. SCUFFLE-



## X. SCUFFLE-HUNTERS.

These are literally composed of that lowest class of the community, who are vulgarly denominated the *Tag-Rag* and *Bobtail*.(f)

When Goods are shipping or landing upon the Quays, they are ever ready to offer their assistance to work as porters by the day or the hour, and they generally come prepared with long aprons, not so much as a convenient habiliment to enable them the better to perform their labour, as to furnish them with the means of suddenly concealing what they pilfer, with which, when obtained, they generally disappear. The number of these Miscreants, who are annually punished by the Lord-Mayor, for pillage upon the Quays, sufficiently demonstrates the extent of the evil; especially when it is recollected, that previous to the Establishment of the Quay Guards by the Marine Police, and during the total want of a competent force upon the Wharfs, not one in fifty who committed acts of Delinquency was punished. The fact is, that the pillage they committed on the Quays was *excessive*, and it will cease to be a matter of wonder, since the general answer of most Vagabonds, to the interrogatory of Magistrates as to their means of subsistence is, that they *work at the water-side*.

(f) Their numbers are estimated in Chap. IV. (Div. 11.)

It

It is to be lamented, that in developing this wide extended System of Pillage, the Delinquency which attaches to Commercial Property, must be still farther followed, even to

### THE WAREHOUSES.

In these receptacles it might reasonably have been expected, that the danger would have ceased. But here too the evil appears to be equally prominent, and the effect it produces, even more severe, as it applies to Commercial Property; since the loss not only comprises the original value of the Property purchased, but also the Revenue of the Crown, either paid or secured, upon all Merchandise thus deposited.

If the universal admission of all persons engaged in the Trade of the River Thames, as to the deficiencies

eminent degree to develop the cause of the uniform deficiencies which are discovered, particularly in the article of Sugar.

These details state, that the Plunder in the Warehouses is carried on to a very great extent, and that the chief instruments are the Journeymen Coopers, and, in some instances, the Gangsmen : That as often as these Coopers attend for the purpose of drawing Samples, they are followed by a person who is called a Swceper, whose duty it is to sweep the sugar from the top of each hogshead, from which samples have been drawn : Each sample generally consists of four or five pounds of Sugar, which is carried off by the Journeyman, supposed to the house of his Master,(n) while nearly an equal quantity generally remains on the head of each hogshead, from which samples have been drawn: this is swept into a basket, and when full conveyed to a general Receiving Hogshead, called *a Devil*, which is placed for that purpose in one corner of the Warehouse, and to which every hogshead or cask deposited in the

(n) By the 13th Regulation of the West India Merchants, at a General Meeting, held on the 27th of April 1790, it is recommended, that sugars be drawn only once, *and then for Lotting*; and that the quantity *then taken* be only one pound and a half, in order to furnish two Lotting Samples.—One for the Seller and one for Buyer. By the 15th article, the Wharfingers are desired to inspect the samples occasionally, and to stop all Coopers conveying away Samples, exceeding the weight which is thus allowed, or the number contained in the order for that purpose.

Ware-

tom, or assumed the feature of a perquisite from the circumstance of the Commercial Body passing it over in silence, and suffering such things to exist : But when to this is opposed the Regulations of the 27th of April 1790, and the subsequent exertions of the Committee of Merchants, it is impossible to consider it in any other light than that of *a bold and audacious System of Plunder* (r)—not to be vindicated or defended upon any ground of right, and contrary to every principle of morality and justice.(p)

Having thus developed the multiplied practices of the different classes of Criminals, whereby Commercial Property in the Port of London, has been a prey to regular and systematic Depredation ; it naturally becomes a subject of interesting inquiry, in what manner and to what extent each distinct branch

of Trade and Navigation carried on, to and from the Port of London, has been affected by these noxious and destructive Confederacies. The details however, which relate to this part of the Work, being numerous and extensive, they will form the subject of the succeeding Chapter.

## CHAP. III.

*A detailed account of the different Branches of Trade, which suffer by Depredations on the River Thames.—Depredations committed on the Property of Ship Owners, and the Proprietors of Craft and Boats in the River Thames :—On Merchandise imported and exported by the East-India Company :—On the Importations and Exportations of the West-India Merchants :—On the Trade to and from the British Colonies in North America :—On the Trade to and from Africa, and the Cape of Good Hope :—On the Northern and Southern Fisheries :—On the Trade to and from the United States of America :—On the Trade to and from the Mediterranean and Turkey :—*

**ALTHOUGH** it has already appeared, that certain particular branches of trade have been more objects of Plunder than others, yet it will be rendered evident from the details with are now to be given, that the monstrous System of Depredation, which has already been opened to the view of the Reader, pervaded the *whole Shipping and Commerce of the River Thames.*

In pursuing this inquiry, according to the plan laid down *of considering each subject separately*, it may be proper to begin with a General View of the

*Depredations committed on the Property of Ship Owners  
in the River Thames.*

In a trading Port, already shewn to be the first in the known world, from the circumstance of between thirteen and fourteen thousand Vessels arriving and departing in the course of a year, besides nearly seven thousand Stationary Craft and Boats of various descriptions, having Tackle, Apparel, and Stores constantly exposed to the Depredations of the hordes of Delinquents who infest the River Thames ; it must cease to be a matter of wonder, that Ship-Owners have suffered in common with the Proprietors of Merchandise, in consequence of the general System of Pillage which prevailed.

To men thus trained in the habits of iniquity, and disciplined in acts of Criminal Warfare, it may naturally be supposed that the Stores and Apparel of Ships, which are equally as accessible as Commercial Property, should be objects of attention; and the truth is, that the Depredations in this line have for many years been great beyond calculation.

The number of Junk and Store Shops in the vicinity of the River, have tended, in no small degree, to the encouragement of this species of Plunder, from the facilities afforded to Thieves upon the River, by the ready market which is thus established for every thing that is purloined or stolen.

The registers of the convictions under the Bumboat Act (the 2d of his present Majesty,) sufficiently demonstrate the extent of this evil, in consequence



carry this Act into execution, it is believed to be a fact generally admitted, that, previous to 1798, the evil had been progressively increasing every year, and that if a true estimate could be formed of the extent of the annual loss to Ship-Owners, it would be found to exceed all credibility.(r) On a supposition that the pillage of *Tackle, Apparel, Stores and Provisions*, in the course of one voyage, averages only 3l. a Ship, and that the pillage of the Owner's property, in Craft and Boats, in the course of a whole year, does not amount to more than 15s. the aggregate will be found to exceed *Forty-five Thousand Pounds a year*. It is not however, meant from this to insinuate, that each Vessel loses to this amount, since it is known, that while some Ships, from superior vigilance, and from peculiar circumstances, escape unhurt, others are plundered to an enormous extent. It is not in the nature of things, in so crowded a Port, and where, at all times, from 1000 to 1400 Ships and Vessels, besides about 7000 stationary Craft and Boats are collected together, under the eyes of so many delinquents, constantly moving in different directions, that depredations should not be committed, while no River Police existed to restrain them. But besides the more bulky and ponderous Materials, consisting of Cordage and large Iron Work, purloined by River Pirates and others in the night, the more portable articles of Metallic Stores, such as *Copper, Brass, Lead*, and Utensils of every description, have been an object of

(r) Vide General View of the Trade, p. 23.

attention to Lumpers and others, who must necessarily be admitted on board of Ships for laborious purposes.

Vessels lying ungarded, after the delivery of their Cargoes, have often had the Running Rigging cut away, and the whole articles upon Deck, that were moveable, swept off in the course of a night.

The same system of pillage not only extends to Lighters, Barges, Punts, and smaller Craft, but even to the Wherries of the Watermen, from whence it is no uncommon thing to steal *Tills, Oars, Sculls, Benches* and *Backboards*.

Nor are Ships, undergoing repairs in Docks, exempted from this universal system of depredation, particularly in cases where the operation of sheathing with Copper is going forward. This valuable arti-

found necessary, and which had been exhausted, when the same Ship had been sheathed on a former occasion, namely 1600 Sheets of Copper, and ten Bags of Nails. The Police Officer acted with great vigilance, and attended minutely to his instructions, which certainly prevented the pilage, which must have taken place upon the former occasion, since a surplus appeared after the Ship was completely sheathed, of

113 Sheets of Copper, weighing 896 lb. at 14d.	£.	s.	d.
3 Bags of Nails . . . . . 336 lb. at 14d.	52	5	4
	19	12	0
	<hr/>		
Saved	71	17	4
	<hr/>		

And thus, by the precaution of calling for the assistance, and protection of the Police, and thereby defeating the designs of these who are constantly on the watch to obtain Plunder, a considerable Property was saved.

The Owners of Ships and Vessels fitting out for Voyages, also suffer considerably on many occasions in the transit of their Stores and Apparel ; and the pilage is often not discovered until the articles are wanted. The same system of Depredation is extended, even in a greater degree, to dismantled Ships, particularly *Prize Vessels*, which are always marked out as objects of plunder, under the idea that they are *fair game*, that there exists no means of detection ; and, indeed, experience has shewn, that nothing but a well-regulated River Police, composed of a sufficient Civil force

force to overawe delinquents, and to pervade the whole range of the Port, where Ships and Vessels are exposed to danger, can ever be effectual, in protecting the Owners of this species of property from the extensive and reiterated losses, to which they have been heretofore subjected.

### DEPREDATIONS

ON THE

### EAST-INDIA TRADE,

TO AND FROM THE PORT OF LONDON.

Notwithstanding the generally received opinion, that from the more accurate system of the East-India Company, their Cargoes are not subject to plunder;

Like the property of the State, the moral turpitude of the offence does not operate as a restraint upon the mind, in the same degree as in cases which apply to individuals; and hence, the delinquency has a wider scope, and embraces in its operation classes of men, who would scarcely be disposed to yield to temptations differently circumstanced.

The only consideration therefore, with such men, *is to be secure against the risque of detection.* This object once effected, every difficulty is removed.

Illicit Trade is a great object with the inferior Officers. To accomplish a measure, on the success of which, the profit of the voyage is supposed chiefly to depend, recourse must be had to the persons employed by the Revenue. The connivance, at least, of those who are in inferior situations, is the more easily purchased, as they look forward to a certain emolument as often as they have such stations assigned them, and would feel disappointed if it was not obtained.

It has appeared in evidence, upon oath, that one of the Officers of an East-India ship, discharged at Blackwall, in November 1796, on the Cargo of which considerable depredations were committed, happened to be in habits of intimacy with a Port Surveyor, who, although not superintendant of the Ship, interested himself very much in getting his friend's private adventure on shore. To effect this, a quantity of Shawls were packed in Casks, filled at each end with spun-yarn and oakum, and conveyed  
among

among the Bontswain's Return-Stores with the knowledge of the Officers. One of the sitters in the galley, however, who was not in the secret, examined the Cask and seized the goods. The Port Officer seeing the misfortune which had befallen his friend, found means to satisfy the Seizing Officer, and the goods were safely landed, with subsequent parcels consisting of Casks and Bales, which, on being examined by the Officers in the galley, were allowed to pass, on a promise of satisfaction next day ; and for this service each of the sitters' watermen received a guinea.

Nothing can point, out in stronger terms, the utility of a Police to controul and check the corrupt practices which, it is to be feared, too generally prevail, to the injury of the Revenue, and to the incroach-

Under all these circumstances, it is not difficult to account for the Abuses, Frauds, and Peculations, which have been discovered to prevail in the Ships of the East-India Company. The transition is easy in the human mind, once made up, in passing from a *smuggling* to a *thieving* transaction. The loss of situation, where the emolument is so small, has no restraining influence, and the system of the Revenue Boards does not, perhaps cannot, admit of the operation of those other restraints upon infidelity, which peculiarly apply to Officers trained and controlled by the Marine Police. If restraints operate at all on the minds of certain classes of Revenue Officers, it is those, and those only, which the Police Institution have created by the dread of punishment, under circumstances of ignominy which attach to offences, in consequence of the prompt means of detection, which form a prominent feature of the system. This dread it is which has acted so powerfully, *wherever it immediately attached*, in overawing delinquents, and in preventing the commission of Crimes.

It is certain that the assistance of the Marine Police Officers, in the vicinity of East-India Ships, and the successful Searches and Detection of Lumpers and others, coming from their Ships, produced in autumn 1798, a degree of caution and vigilance, on the part of the Revenue Officers, which was not apparent previous to the seizure of Teas in their presence, which had been pillaged by the Lumpers.

Innumerable instances might be adduced of the

extent to which the pillage and plunder of East-India Ships have been carried as well before as since the establishment of the River Police. The following may suffice as specimens.

In August 1793, an East-India Ship, from Bengal, was plundered to a great extent during her discharge :— It appears in evidence, upon oath, that no watch was kept by either the superintendant or his assistant : That the Officers received daily gratuities from the Lumpers for conniving at the pillage of large quantities of Pepper : That the Tidesmen themselves stole from the Gun-room, a large Case of Pepper, and many Bags of Rice : That the same Officers also stole, during the night, two whole quarters of Beef sent on board for the Ship's use ; also about 60 dozen of Bottles, from the Hen-coops on the poop. The



Ship to the Quays, by the Officers and Lightermen. The plunder, independent of what is here specified, is stated to have been enormous.

The same evidence states, that in July 1796, the Cargo of a Ship from Bengal was plundered to a very great extent, by the Superintendant and other Officers; respecting whom a detailed account of Fraud and Intrigue, relative to a Pipe of Bengal Spirit, is stated, which clearly develops the loose conduct, and shocking want of principle, which too generally pervades that class of men, who are employed as Safeguards to the Public Revenue, and the Property of the Merchant.

The influence of the new system of River Police, not being as yet directly extended to East-India Ships, opportunities still continue to be afforded for the same species of pillage. In spite of the injunctions laid upon the superintendants of the labourers employed in the discharge, to select discreet and honest men, they are found to be generally of the same class, and possess the same desire to obtain plunder, as those who are known to have carried their depredations to a greater extent.—This is proved in the case of a China Ship, which discharged at Blackwall in the Autumn of 1798.—A posse of Marine Police Officers receiving information, which excited a suspicion that the Cargo was plundered, watched the time when the Lumpers and Coopers came on shore. On attempting a search, which discovered them to be Officers, a violent opposition ensued,

ensued, and at that moment the whole surface of the Thames, round their Boats, was covered with Tea. The Officers with great difficulty seized two of the delinquents, before they had time to throw away their plunder.

But, besides what is obtained by these Aquatic Labourers, while working in the hold, it is stated, on the authority of a person who had the best access to know the evil practice which prevailed; "that the  
" chief depredations on the Cargoes of East-India  
" Ships, are committed by Coopers, and inferior  
" Officers stationed in the hold." When once obtained, the sinner in the Revenue Galley and his Watermen, generally receive a certain proportion, as a passport of the Booty to a place of safety on shore.

China ship, were afterwards feloniously conveyed away, and totally lost to the Proprietors.

It appears indeed, but too certain, that notwithstanding the apparently good system of prevention, adopted by the Commissioners of the two Boards of Revenue, and the East-India Company, pillage to a certain extent prevails in many of their Ships; and that this species of Depredation has been also reduced to a system, since *cant phrases* are in use for the purpose of holding criminal intercourse, in disposing of articles obtained in this manner.—In this cant language, Tea is known by the appellation of *Malt*.—According to the account given by a person of considerable intelligence, who derived his information from the inferior Revenue Officers themselves, the general pillage of Tea through that medium, takes place in small quantities *continually repeated*: and in cases, where any of the Officers of either Revenue are not of the class denominated *Game Officers*, matters are so managed as to keep them out of the secret. Individual Officers of this class, (*toho*, to use their own language, “have been at India,”) have acknowledged to have profited to the extent of, from 20 to 30 *l.* by pilfering in a little way from a single Ship.

Under such circumstances, as in others, where the plunder is of greater magnitude, the connivance of the Officers in the Gallies is necessary; and as a recompence for the facilities they afford, a certain share of the booty is assigned them.

The

The Importation of Sugar from India affords a great resource for plunder, which did not formerly exist; and in the depredations on this species of Property, the lower class of Officers and Seamen are equally implicated with the Lumpers. — An instance recently occurred, where a Revenue Officer found a bag of Sugar in the Carpenter's tool-chest.

Where so many appear to be more or less implicated in offences of this nature, it ceases to be a matter of surprise, that such nefarious transactions are concealed and so seldom attract the attention, either of the Commissioners of the Revenue, or the East-India Company.

In an Importation, exceeding Six Millions and a half annually, composed of Merchandise of great value, and contained in an inconceivable number of

the Goods are collected, to the different outward-bound Ships, it is not to be supposed that so great a number of Packages can escape the effects of a system of Depredation, which extends its influence in so many directions ; and is so completely organized for purposes hostile to the general security of Commercial Property.

## DEPREDATIONS

ON THE

## WEST-INDIA TRADE,

TO AND FROM THE PORT OF LONDON.

WHILE most other branches of Commerce have been gradually acquiring conveniences and facilities applicable to their progressive increase, the Trade from the Sugar Plantations to the Port of London, seems to have remained in this particular nearly stationary for above one hundred and thirty years, without the advantage of those accommodations and securities which its rapid progress and great extent seemed to require. It has of course, as already appears, been a prey to the most enormous Depredations, perhaps not less than to the extent of *Seven Millions Sterling* in the course of the Century :—Since even at its commencement, it would seem that there existed a considerable resource for that species of Plunder, which has in the greatest degree excited the attention, and sharpened the ingenuity of the

hordes of Delinquents, who have progressively preyed upon this branch of Commerce.

In the year 1700, the Sugars imported into the River Thames, amounted to about one-fifth part of the present medium quantity.—In 1725, it must have been equal to a third.—In 1750, it was little short of a half: while in 1775, it approached nearly to its average extent for the last twenty-four years; during which period, it has varied from 105,000 to 147,576 casks—the quantity Imported for the year ending the 25th of June, 1799. (s)—For fifteen years

(s) Sugar and Rum Imported into London for a period of fifty years.

		Cwt. of Sugar.	Gallons of Rum.
1750	—	630,840	607,074
1760	—	1,047,796	669,358
1770	—	1,377,109	997,136
1780	—	1,176,371	1,236,579
1790	—	1,236,647	1,521,051
1792	—	1,345,559	1,631,020
1793	—	1,467,469	2,209,722
1794	—	1,809,908	1,911,646
1795	—	1,409,584	1,087,685
1796	—	1,581,563	1,935,347
1797	—	1,393,952	925,457
1798	—	1,737,939	2,392,015

Sugars Imported into all parts of England.

			Hogsheads.
In 15 years from 1700 to 1715	average	34,832	
15	—	1715 to 1730	— 60,450
12	—	1731 to 1742	— 62,128
15	—	1743 to 1757	— 76,336
26	—	1764 to 1790	— 145,669
9	—	1790 to 1799	— 192,429
			subsequent

subsequent to the middle of the 18th Century, the productions of the West-India Colonies do not seem to have materially increased; and it was not till after the Peace of Paris in 1763, that by the acquisition of new Islands and the extreme enterprise of Individuals, a rapid augmentation became manifest.

From this period the evils of the Port became extremely prominent. The resort of so many additional Ships, and the great and sudden increase of West-India produce without conveniences adequate to the augmentation of this branch of Trade, created much confusion and the most vexatious delays, by which this valuable Property became exposed to that excessive pillage, which has already been in part developed in the preceding Chapter; and which is certainly unexampled in any Commercial Port in the World.

Amidst the various causes of this extensive plunder, the privilege assumed by the Mates of West-India Ships, of appropriating to their own use the Sweepings of the hold after the Ship's discharge, was productive of infinite mischief, by furnishing a pretence to the Criminal Dealers in the vicinity of the River, to cultivate their acquaintance for the purpose of bargaining for their Sweepings, and then not only to seduce them into the evil practice of staving Casks and Packages to enlarge, the quantity by excessive spillings of *Sugar, Coffee, and other articles*; but also to enter into confederacies along with the

Revenue Officers stationed on board, for the purpose of plundering the Cargo in the night, which will be hereafter shewn not only to have been an evil of the greatest magnitude, but also to have been felt as a pressure upon the Trade, for a period of from thirty to forty years, previous to the establishment of the Marine Police in 1798.

This appears from an Advertisement (1) published by the West-India Merchants so far back as the year 1765, and also by a Resolution of that respectable Body, dated the 6th of January, 1767, on the subject of the pretended perquisite of Sweepings; (2) both

(1) *Advertisement*—The Merchants of London, trading to the Sugar Colonies, taking into consideration the wicked and felonious practice of stealing Sugar and other Goods, the product of the said



both which sufficiently demonstrate the sense they entertained of the height to which River Plunder had arrived at that early period.

Yet still these efforts, although repeated at various intervals, had no effect :—With the increase of the Importations, the plunder of this species of Commercial Property also augmented.—The Orders and Resolutions of the Merchants were disregarded.—Sweepings became an article of extensive Trade, attracting the notice of all the Criminal Dealers

‘ West-India Ships, discharged in the Port of London, are entitled  
 ‘ to the Sweepings of the Hold; and, under that pretence, great  
 ‘ quantities of Sugar and other Goods have been clandestinely sold,  
 ‘ to the great prejudice of the Owners and Freighters of such Ships,  
 ‘ and of the fair Trader :

‘ The West-India Merchants, in order to put a stop to these bad  
 ‘ practices, do hereby promise a reward of Twenty Pounds, to be  
 ‘ paid on the conviction of every Mate, or other person, who  
 ‘ shall sell Sweepings, or any part of the Ship’s Cargo as such ;  
 ‘ and all persons who purchase Sweepings will be prosecuted : and,  
 ‘ for the conviction of such, the like reward of Twenty Pounds  
 ‘ will be paid, as Receivers of stolen Goods.’

**RESOLVED,**

That the above Advertisement be published in the Newspapers, as long as it may be judged necessary, and be fixed up at Lloyd’s and the Jamaica Coffee-Houses.

That a sufficient number of Copies be delivered at the Houses of the West-India Merchants, to be by them sent on board their Ships as they shall arrive, in order that the same may be fixed up in some conspicuous part of the Ship, that no person may hereafter plead ignorance of the same.

That it be recommended to the Masters of Ships to discharge such Mates as shall claim any right or Title to the Sweepings.

**JAMES ALLEN, Secretary.**

upon

upon the River.—Mates and Revenue Officers were seduced by the lures they held out.—The evil extended to a vast proportion of the Ships in the West-India Trade, and attracted notice in so particular a degree as to produce an investigation, which gave birth to a system of Regulations, which were framed on the 12th of June, 1789, and afterwards revised, amended, and published on the following year, viz. the 27th of April, 1790. (x)

But

(x) *At a General Meeting of the W. I. India Merchants, London, April 27, 1790, Their Regulations of the 12th of June, 1789, were revised and confirmed with certain additions and alterations, as follows.*

RESOLVED UNANIMOUSLY:—

I. That it be recommended to the Captains to be on board their Ships as much as possible, or, at least, when necessary, especially in

But although these regulations demonstrate great attention on the part of the West-India Merchants,

as

VI. That Gratuities be given to persons detecting and informing against Plunderers and Thieves ; and also to any Custom-House Officer or other person giving authentic information to the Secretary, of any Vessel from which Sugars or other articles shall have been taken and seized as plundered or stolen ; and that the name of such Vessel be published at the Jamaica and New Lloyd's Coffee-houses ; the whole at the discretion and by order of the Meeting of Merchants.

VII. That it be recommended, that, where it is convenient, only the working Hatchway or Hatchways to the between-decks and Hold be open, and also that the passage through the between-decks and Hold be closed at the sides.

VIII. That no Boat, unless provided or permitted by the Captain, be allowed to be fastened to the Ship.

IX. That the Ship's Husband or Captain do appoint Coopers (to be victualled, and kept on board, and attended to, in like manner as the Labourers above mentioned,) to give substantial Cooperage to the Sugar-casks on board the Ship ; and do appoint Coopers also to attend the casks in the Lighters at the Wharf and at their landing, in order that the same may be delivered in good condition according to the Bill of Lading.

X. That the Ship's Coopers, wherever necessary, attend below in the Ships to give such Cooperage as may be requisite for bringing the casks upon deck with safety to their contents ; and that they repair all damages done to the casks in the Lighters, before the Lighters quit the Ship.

XI. That the Captain or Mate see that each Lighter has a sufficient number of good Tarpaulins for the purpose of covering the Sugar-casks.

XII. That the Watchman belonging to each Lighter be well armed ; that he attend the Lighter from the time of its loading to that of its unloading ; that he give Bond, with a Security joined, for good conduct ; and that the Society of Captains be requested to nominate such Watchmen when wanted.

XIII. That

as well as a thorough knowledge of all the sources of the evil, yet they too seem to have been totally disregarded, and like many excellent Acts of Parliament, speedily became a *dead* letter; chiefly because they provided no means of enforcing obedience, and it was assigned to no person as a matter of duty to see them carried into execution.—With some meritorious exceptions, Shipmasters, notwithstanding these regulations, left the charge of their Vessels chiefly to the Mates.—The mode of working out

XIII. That it be recommended, that the Sugars be drawn only once, and then for lotting; and that the quantity then taken be only One Pound and a half, in order to furnish two selling samples, one for the Seller and one for the Buyer.

XIV. That, as soon as the Sugars are drawn, the Drawing-Hole be closed, as in cases of Exportation.

XV. That the Wharfingers be desired occasionally to inspect the

Ships by contract with Lumpers was not discontinued, nor were those Lumpers victualled on board by Ship Owners; and in many instances not searched but allowed to go on shore, three times a day, generally laden with Plunder.

The regulations respecting Sweepings, although again confirmed, were not carried into effect.—Gratuities offered for detecting Plunderers did not diminish the evil, since those whose evidence alone could convict offenders were themselves, for the most part, equally guilty.

The recommendations respecting *the Ships Hatchways, Watermen's Boats* fastened to Ships—*Coopers and Lighters* appear to have been equally disregarded.

Instead of armed Watchmen attached to each Lighter, as recommended by the 12th Article—it seldom happened that any Watchmen at all were appointed;—and at most not more than one for every four or five Lighters, *without arms*, and without requiring a Bond of 100l. for fidelity, according to the regulations of the Merchants; these Watchmen too (if such they could be called,) were seldom relieved, perhaps, for three or four weeks together, of course if they were disposed to execute their trust with fidelity, the rest which nature required rendered it impossible; and hence while an expence was incurred, it became a mere mockery, and a nullity, as it related to the protection of the Cargo. In many instances it operated as a facility,

6

and

and an inroad to Plunder, by the seduction of these inefficient Watchmen, whose necessities rendered them an easy prey to those who had designs upon the Property under their charge.

Nor were the West-India Merchants more successful in their regulations respecting the drawing of Samples, although a branch of the System more immediately within their personal Controul.

Instead of drawing Sugars only once, and limiting the quantity to *one pound and half* and no more, in order to furnish two selling Samples, one for the Seller, and another for the Buyer, (according to the 13th Rule of the Trade).—The Coopers continued the old practice of drawing Samples frequently twice, and some times thrice from the same Hogshhead, seldom taking less than from four to six pounds !

Such has been the unsuccessful result of all the efforts used by the West-India Merchants to establish good regulations for the protection of West-India Property.—To these already detailed, were added an offer of very high Rewards in 1796 and 1797, for the detection and conviction of Offenders; but it only served to develope the vast and increasing magnitude of the Depredations by the evidence brought forward in Criminal Courts of Justice—where a most enormous expence was incurred without, in any respect, diminishing the evil.

The reason was obvious.—The Criminal Confederates engaged in these nefarious designs had become numerous, and powerful in pecuniary resource. Unrestrained by those principles of rectitude, which govern the actions of men in the innocent walks of life, they resorted to every criminal device which was likely to impede or embarrass the course of Justice, by intimidating or suborning evidence, and by other proceedings, having for their object the acquittal of their associates in iniquity.—They succeeded in part; and feeling encouraged by the triumph of a victory over the insulted Laws of their Country, they renewed their depredations as Stealers and Receivers of the property of the Planters and Merchants, rendered exceedingly valuable from the then great advance in the price, and the considerable augmentation of the Duties.

Under these peculiar circumstances—beset on all hands by hordes of Miscreants, eager to seize upon  
their

their property, and defeated in every attempt to restrain or to keep them within bounds, the expedient of Wet Docks had been resorted to, as the only apparent means of relief.

As a prelude to this important measure, inquiries were instituted by a Committee of the House of Commons, before whom it appeared in evidence that the Plunder on West-India Produce alone, occasioned an annual loss to the Proprietors of 150,000*l.* (9) a year, and 50,000*l.* a year to the Revenue: but at that period, (*viz.* 1796,) opportunities had not been afforded of obtaining that full and extensive information, which has since arisen from the minute investigations which have taken place, and which seem to warrant a much higher estimate; and perhaps, the following view of the general state of those ra-



*1. That 2-5ths, or 154 Ships, had been subject to excessive Plunder, and that the whole Lumpers, Coopers,*

*Ship discharged in January 1794, Twenty Tons of Sugar were stolen, in consequence of an agreement between the chief Mate, four Custom-house, and two Excise Officers then on board on the one part, and a notorious Receiver on the other, who, with the assistance of two Light-horsemen, carried on shore about a Ton each night.*

It also appears on similar evidence, that from a Jamaica Ship discharged in March 1794, no less than *Fifty Tons of Sugar* were plundered in consequence of a previous agreement with the Mate and five Revenue Officers.—Ten Hogsheads were completely emptied, and afterwards stowed in a part of the Ship where there had been much leakage, that it might appear the Sugar had been washed out during the voyage.—The result was, that the loss was borne by the *Underwriters*. From the same Ship three whole Puncheons of Rum were plundered, besides 300 Gallons pumped from different Casks, all which were sent on shore in Skins and Bladders.—From this Ship a large quantity of Coffee was also pillaged.—The five Revenue Officers are stated to have each shared 150*l.* independent of the money received by the Mate and Agents in this iniquitous business.

The same evidence states, that in August 1794, a small Vessel arrived in the River from Antigua, with 70 Hogsheads of Sugar; *Five Hogsheads of which* were actually plundered by three Tidesmen in conjunction with the Mate, and a well-known Receiver.—The Captain happened to be a stranger, who had expressed much apprehension of Lumpers, upon which the Revenue Officers proposed, in order to allay his fears, and prevent his employing Lumpers, that they would themselves discharge the Cargo.—The result was, that while he remained on shore, considering himself as secure, he lost 1-14th part of the whole.

Upon the same testimony it appears that in September 1795, the Cargo of a Jamaica Ship then discharging at the Quay's near London Bridge was plundered of *Ten Tons of Sugar* by the Mate and five Revenue Officers, assisted by two Watermen in the Service of the Customs.

*ers, Officers, Mates, and Ships' Crew, obtained on an average 250l. a Ship. (1)*

5. It appears further by evidence upon oath, that the Cargo of a Jamaica Ship which discharged on the River in November 1795, was plundered of Sugar and other articles of the value of 5.0l. by three Custom-house and two Excise Officers, in conjunction with the Captain, Mate, and Ship's Watermen, with others.—The whole was landed by a notorious Receiver.
6. In September 1796, five Revenue Officers, the Mate, and a notorious Receiver stole Ten Ton of Sugar, and a whole Puncheon of Rum, from a Vessel from St. Kitt's, which then discharged in the River.

The information, upon oath, from which these Cases are selected, goes a considerable length further, and states many specific facts, strongly demonstrating the shocking corruption of Morals among various classes employed in different situations upon the River, and yet these instances are only a slight shade, when compared with the aggregate.—Specific details, such as the foregoing, brought to

- 3d. That 1-5th, or 77 Ships, from having some attention paid on the part of the Ships' Officers, have suffered a loss from Lumpers, Coopers and others, only to the extent in Sugar, Coffee, and other articles, of 100l. a Ship.
- 4th. That 1-5th, or 77 Ships, from a still greater degree of vigilance, increased by the constant or occasional presence of the Ship Masters, may have only suffered on an average to the extent of 50l. each Ship.
- 5th. That in about 2,500 Lighters, employed in discharging West-India Ships, (including their repeated trips,) the average Plunder of Sugar, Rum, Coffee, Cocoa, Ginger, Pimento, Logwood, Fustic, &c. might amount to 6l. on each Cargo.
- 6th. That on 120,000 Casks of Sugar, 15,000 Puncheons of Rum, and 100,000 other Packages, consisting of Coffee, Cocoa, Pimento, Ginger, Turmeric, Cotton, Hides, Elephants' Teeth, Castor Oil, besides Mahogany, Logwood, Fustic, and other Dye Woods, and Lancewood Spurs, landed on the different Quays and Wharfs—the average Pillage by Scuffle-Hunters, and others upon the Quays, may have amounted to 2s. a Package, on 235,000 Packages; and 20s. per Ton on the different Woods, (b) estimating

(a) In cases where Lumpers were either remunerated in part or in whole from the Plunder obtained, this average would appear to be moderate.

(b) It is well ascertained that the pillage of Dye Woods, particularly Logwood and Fustic, has been very excessive, both in the  
Lighters

*estimating the average quantity in a year at 3000 Tons.*

*7th. That on 100,000 Packages, comprizing Coffee, (c) Cocoa, Pimento, Ginger, Turmeric, Cotton, and other articles lodged in the Warehouses, the Plunder by Labourers and others in depositing, Sampling, and removing the same, may average about 3s. a Package; while on 120,000 Hogsheads of Sugar, deposited and removed in the same manner, the Loss by Sampling, Sweepings and Pillage, must, at the present price of Sugars, average at least 12s. per Hogshead.*

Upon these data, the estimate of the aggregate Depredations on West-India Produce, exhibiting the Loss sustained by the Revenue and the Individuals,

RECAPITULATION ;

1st.	77 Ships denominated <i>Game</i> , average 700l.	
	each (d) . . . . .	£.53,900
2d.	154 Ships subject to excessive Plunder, 250l. each	38,500
3d.	77 Ships subject to an inferior ditto, 100l. each	7,700
4th.	77 Ships subject to slight Plunder ditto, 50l. each	3,850
5th.	2,500 Lighters, average Plunder, 6l. each Cargo	15,000
6th.	West India Goods on the Quay, 235,000 Packages, average Pillage, estimated at 2s. per Package . . . . .	23,500
	Dye Woods . . . . .	2,550
7th.	West-India Goods in the Warehouses	
	100,000 smaller Packages, at 3s.	15,000
	120,000 Hogsheads of Sugar, at 12s.	72,000
		<hr/> 87,000
	Estimated Loss to the Proprietors, Ship-Owners, Ship-Masters, Consignees, and the Revenue, on an average of years previous to 1798 . . .	<hr/> £.232,000

Although no estimate, under the peculiar circumstances of the case, can be expected to ascertain the precise fact ; yet to those who have been in the habit of considering this particular subject with a knowledge of the nature and magnitude of the Depredations upon West-India property, the arrangement of the different branches of this System of Pillage,

(d) Supposing seven Fleets to arrive in a year, the average number of *Game Ships* to each does not exceed *Eleven*.

will not only assist the judgment, but may possibly produce a conviction in the mind that the calculations are not over-strained.

In an importation extending to upwards of Seven Millions sterling a year, and comprising at least 235,000 Casks and Packages of different kinds, delivered from the Ships and conveyed to the Warehouses, through the medium, agency, and intervention of such a multitude of individuals, the major part bent upon Pillage; and when to this consideration is added the ready access which is obtained to this species of Property, and the ease and facility with which it can be concealed and disposed of—large as the losses appear to be; yet when measured by the scale of quantity and value, and the risque attached to the transit of this immense floating Pro-

ments which extend to nearly Four Millions sterling a year, where numerous Packages are conveyed, through such a variety of points of danger, to above 370 different Vessels; it is not to be supposed from the instances which have already been stated of the Pillage of Dry Goods, and other Merchandise in the course of exportation, that a Commerce so extended can escape its share of the general loss. To what extent it has already gone, it is impossible even to hazard a conjecture.—It is sufficiently obvious, that Systems have been formed by Delinquents hostile to this species of Property, and that antidotes are necessary for the purpose of eradicating, or at least checking the evil, before it operates as a serious burden upon the Trade.

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DEPREDATIONS

ON

ALL THE OTHER BRANCHES OF TRADE

TO AND FROM THE PORT OF LONDON.

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I. BRITISH CONTINENTAL COLONIES IN NORTH AMERICA.

THIS Commerce employed 68 Ships in the year ending the 5th of January 1798, and its Exports and Imports amounted to 1,638,144l. sterling, viz.

Imports . . . . . 290,894

Exports . . . . . 1,347,250

Total . . £.1,638,144

It comprises the Trade carried on to Hudson's Bay Nova-Scotia, New Brunswick, St. John's Island, Cape Briton, Newfoundland, and Upper and Lower Canada.—The articles imported are chiefly confined to fine Furs, Skins, Peltry, Fish, Oil and Timber, and occasionally some Corn.

The Furs, particularly in the Quebeck Ships, are known to have been an object of Plunder to a considerable extent.—Their great value has excited the attention of those classes of Delinquents who are generally the Purchasers.—It is a curious circumstance that among the Jews, almost the only Manufacture which is carried on is that of *Fine Hats*.—The materials they generally purchase at a cheap rate, and some of them are said to be upon the watch when the Quebeck and Hudson's Bay Ships arrive,



it is to be considered, that Skins, Corn, Fish, and Oil, are also known to be plundered to a great extent; and that Timber, unlikely as it may appear, is an article upon which great Depredations are committed.—The Exports to the British Colonies, (also an object of Plunder,) amount to 1,347,250*l.* a year—contained in many Packages, and exceedingly exposed in their transit to the Ships, and afterwards. (*f*) So that upon the whole it may not be unreasonable to suppose, that the annual aggregate Loss to the Revenue, and the Individuals, by Plunder in this branch of Trade may extend to Ten Thousand Pounds a Year.

## II. AFRICAN TRADE: INCLUDING THE CAPE OF GOOD HOPE.

THE Commerce of Africa is limited to a few Ships—11 entered, and 24 cleared out from the Port of London, in the year ending 5th January, 1798.—The value, however, of Goods exported is

(*f*) When it is considered how practicable it has been to commit Robberies on Commercial Property, and how difficult it is to detect the Culprits, it is even a matter of wonder that so many specific facts have come to light; among others it has been stated on credible authority, and upon oath, that in March 1795, the Mate of a vessel, outward-bound to Newfoundland, with the two Tidesmen then on board, stole a large Bale of Woollen Stockings, which was bought and landed by a notorious Receiver, and the purchase-money divided among the three Delinquents.

considerable.

considerable. With respect to the Trade of the Cape of Good Hope, (g) it is yet in its infancy. It can only be said to employ about six Ships. The aggregate Exports and Imports, however, to and from all parts of Africa, appearing to amount to more than Half a Million a year, viz. 531,446l.—it may, perhaps, not be too much to suppose the annual loss by Pillage and Frauds upon the Revenue and Individuals in this branch of Trade, surrounded as it is in common with others by criminal Delinquents, may amount to 2,500l. a year.

### III. SOUTHERN AND NORTHERN WHALE FISHERY.

THIS Trade employs 45 Ships out of the Port of London, viz. 20 in the Southern, and 16 in the

Liquors, with respect to the ease with which quantities can be drawn off, and the facility with which it can be sold, it may possibly not be too much to suppose, that 2000l. a year may be the amount of the loss to the Revenue and Individual, by Pillage, where the scale of the Trade is so extensive, and where Exportation forms no part of the value.

#### IV. TRADE WITH THE UNITED STATES OF AMERICA.

THE Trade of the United States of America employs about 140 Ships, all of which are Foreign. The Imports consist of Tobacco, Rice, Cotton, Indigo, Corn, Oil, Skins, Naval Stores, and various West-India productions to the amount of 1,517,386l. The Exports in British and Foreign Merchandise are estimated at 3,898,864l. for the year ending the 5th of January 1798.

Tobacco (*h*) is an article exceedingly coveted by the Lower Orders of the People, and notwithstanding the excellent Regulations of Government, with respect to this article, the detection and conviction

(*h*) It appears from the evidence of a person well informed upon the subject of the Pillage of Tobacco, that considerable quantities are sent on shore in the Officers' Boxes. The pretence made use of is, that the Key is lost, and that the Box is sent on shore for the purpose of getting a new one to fit it. Considerable Robberies have been recently detected by the Officers of the Marine Police.

of

of Offenders prove, that the Pillage is still very considerable, and indeed, when the corrupt conduct of not a few of the Revenue Officers is taken into consideration, it is not unnatural to suppose, that the practices which had been found to prevail, in so great a degree, on board of West-India Ships (before an antidote was applied) extend also to those from the American States, since their Cargoes are not seldom composed at least partly of Sugar, Coffee, Cocoa, and other valuable West-India Produce, as well as the natural Productions of these States; all of which being of a nature, calculated to excite the attention of River Thieves, must consequently suffer in common with other branches of Trade; nor can it be fairly argued, that the security is increased by the means which the American Traders have of discharg-

are introduced through the medium of *Game Revenue Officers*, as often as they are placed on board of American Ships, who have even found means to seduce some of the Captains themselves to consent to permit, and to share in the general Pillage which takes place by means of such Criminal Confederacies.

When it is recollected, that to the same Individuals who have associated with Receivers and others, for the purpose of pillaging the homeward-bound Cargoes, the Merchandise exported is equally open to Depredation, and when it is clearly ascertained, that Packages have been opened by the connivance of Revenue Officers, and either wholly emptied of their contents, or pieces of valuable Muslins, Silk, and other Goods abstracted ; and when in addition to this, complaints are constantly made of the deficiency of Goods exported, where the Furnishers or the Exporters are subject to considerable losses, the extent of which from the diffused state of the Commerce, and the immense scale upon which it is carried on, cannot be ascertained ; it is not unfair to presume (combining the losses by Pillage, Embezzlement and Frauds,(i) on the whole Imports and Exports from the Port of London to the American States, amounting in all to 5,416,250*l.* sterling,)

(i) Considerable Frauds on the Revenue have been committed, by landing Tobacco in secluded parts of the River, after it has been shipped for Exportation.

that the whole loss to the Revenue and the Individuals, may amount, on so extensive a scale of Commerce, under the peculiar circumstances which have been explained, to *Thirty Thousand Pounds a year!*

#### V. TRADE TO AND FROM THE MEDITERRANEAN AND TURKEY.

NOTWITHSTANDING the impediments which stood in the way of the Trade to the Mediterranean and Turkey, it employed 72 Ships and Vessels from the Port of London, for the year ending the 5th of January 1798. The Imports amounted to 390,794*l.* and the Exports to 118,914*l.*—Both together exceeding Half a Million sterling.

The general Warfare on every species of Pro-

credited. A specific instance has been stated to the Author, upon which he can fully rely, of a Ship outward bound to Leghorn, where excessive Plunder took place, both by day and by night.

Upon this branch of Commerce, therefore, the evidence of the injuries sustained by the Revenue and the Individuals, seem to warrant an opinion, that they may fairly be estimated at *Seven Thousand Pounds a year* *!(k)*

## VI. TRADE WITH SPAIN,

To the enlightened Policy of Government are we indebted for the very considerable Trade which is carried on between the Port of London and Spain, as well as other Powers with whom this Country is at present at War. It is by such wise arrangements, that raw Materials are procured for our Manufactories, and the Produce of the National Industry exported even to the Enemy.

The Exports and Imports to and from Spain and the Port of London, approached nearly to a Million

*(k)* In June 1795, according to the evidence of a person, who disclosed many Felonies and Frauds, which came under his own inspection, the Mate and Tidesman, on board a Vessel bound to Naples, in conjunction with a Waterman, a notorious Receiver, unshipped as much Pepper from the Cargo as produced 100*l.* besides a quantity of printed Goods stolen from a Package on board. An average Loss was made of the whole at Naples, including some damage sustained by the Ship on the Voyage; and the Underwriters were saddled with the Loss.

sterling,

sterling,(1) for the year ending the 5th of January 1798, and from the nature of the Commercial Articles, which compose this Trade, joined to specific evidence of Pillage, there are strong grounds to believe, that it has been equal at least to other branches. Spanish Wool has been stated to be an article much subject to Depredation, not only from its great value rendering it desirable, but from the ease with which it can be carried on shore without suspicion.

It has appeared in evidence, that it is not an unusual practice with Revenue Officers to fill their Mattresses with fine Spanish Wool, and to send them on shore with all the appearance of a regular routine of Duty in moving from one Ship to another. An Officer, since dismissed for getting drunk, received 15*l*. for his share of Plunder obtained in this way.



predations, on the Cargoes of 121 Ships in this Trade, including Imports and Exports, at *Ten Thousand Pounds annually*.

## VII., TRADE WITH FRANCE AND AUSTRIAN FLANDERS.

THE Trade to and from these Countries, notwithstanding the War, extended in Exports to 978,038*l.* and Imports 36,979*l.* for the year ending the 5th of January 1798.<sup>(m)</sup> The whole is somewhat better than a Million sterling. The articles exported chiefly consisted of Tobacco, and East and West-India Goods. There are strong grounds to believe, that the Plunder, especially where *Game Officers* were on board, must have been considerable. Reflecting on the nature of the Articles, and the value, it may not be too much upon the whole to estimate the annual Frauds and Plunder, on the homeward and outward-bound Cargoes of 122 Ships in this Trade, at *Ten Thousand Pounds*.

## VIII. TRADE WITH PORTUGAL.

THE Imports and Exports to Portugal, for the year ending the 5th of January 1798, amounted to 853,237*l.* and employed 180 Ships. For the reasons

<sup>(m)</sup> See General View, page 22, and also page 37.

already

already assigned, the Plunder upon the outward and homeward-bound Cargoes, which, in point of value are nearly equal, may be estimated at 8000*l.* a year.

#### IX. TRADE WITH HOLLAND.

ALTHOUGH the War has abridged the Trade to the United Provinces very considerably, yet from the wise measures of State which have been pursued, it employed 329 Ships, and amounts to 2,211,360*l.* in the course of the year, ending the 5th of January 1798.

The Imports, which amounted to 673,241*l.* consisting of Grain, Seeds, Dye-Stuffs, Cheese and other Provisions, must, from the nature of the arti-

## X. TRADE WITH GERMANY.

THE situation of Holland has contributed, in an eminent degree, to extend the Trade chiefly between Hamburgh and London, which had risen in the year ending the 5th of January 1798, to the unexampled height of 10,672,271*l*. Imports and Exports, in which Commerce, 63 British and 172 Foreign Vessels were employed.

The Goods imported amounted to . . . £.2,658,011

And the Exports of British Manufacture . . . 1,621,142

The Remainder was composed of East and

West-India Goods, &c. . . . . 6,393,118

Total . . . £.10,672,271

Both Imports and Exports, but particularly the East and West India Produce, have been proved to have been subject to excessive Pillage. Instances have been stated, of the Plunder of raw, and even refined Sugars, to a very great extent, together with Coffee, Cocoa, Pimento, and other articles,—an abuse and defalcation to be expected, not only from the vast Exportation that took place, but from the crowded state of the Wharfs, and the hurry and confusion which attended the Exportations in the whole of their progress, from the Warehouses to the Quays and Lighters, and from thence to the holds of the Ships, in all which stages, from the numerous class of Delinquents, which surrounded this Property, (and which

which indeed, surrounds all Commercial Property in its various transits,) it is natural to suppose, that the Pillage must have been considerable, and it appears from a variety of facts, that in some instances it was carried to a very great extent, both with, and without the connivance of, the Mates and Revenue Officers. It would seem also, that their mischievous auxiliaries the Receivers, are equally alert in seducing persons having trusts in this Trade, as in that of the East and West-Indies. Its scale is now become so immense, and the articles which compose both the homeward and outward Cargoes are so easily disposed of, that it is scarcely to be wondered, that in this extensive branch of Trade conspiracies should be formed for the purpose of carrying on systematic Depredations, both upon the Commerce and Revenue of

has had the effect to increase the Depredations in the Hamburgh, and other Outward-bound Vessels, with West-India Produce, where it frequently happens, when opportunities do not offer for landing the Pillage, previous to the Ship's leaving the Pool, or on the way down, that means are found of carrying it to a place of safety, on reaching Gravesend.

From an important recent investigation it appears, that 1200 pieces of Bandana Handkerchiefs and six cases of Playing Cards, were, by the connivance of the Captain, and Revenue Officers, landed, from a Vessel bound to Embden, in April 1795.—In May following, 1500 pieces of Bandanas and seven cases of Playing Cards, were landed from another Vessel bound to the same Port; and in the month of June in the same year, 1200 pieces of Bandanas and six cases of Cards were unshipped, by the connivance of the Mate and Officers, from a Vessel bound to Hamburgh. The same persons broke open a case of Hardware, a part of the Cargo, and stole 150 silver-mounted Snuff Boxes.

Considering therefore, the magnitude of this Trade, and the immense scale upon which it is carried on, with all the other circumstances tending to increase the risque of Plunder, which has been already detailed, it may reasonably be concluded, that the Depredations, and loss of Revenue, upon so extensive a Property, circulating under such disadvantageous circumstances without Protection,

and enveloped in danger, cannot be less than *Twenty-five Thousand Pounds a year.*

### XI. TRADE WITH PRUSSIA.

THIS Trade employed 608 Ships, for the year ending the 5th of January 1798, whereof 527 were Foreign, and 81 British. The Imports consist chiefly of Timber from Memel, and some Corn, amounting to 220,827<sup>l</sup>. The Exports consist of

British Merchandise or Manufactures	£.58,386
and Colonial and East-India Goods	153,826

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Total . £.211,662

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Strange as it may appear, it has been already ob-

Articles, which form the chief value of the shipments from the Port of London, are much exposed to Depredation, the total Loss sustained by Frauds on the Revenue, and by acts of Delinquency, is estimated only at *Ten Thousand Pounds a year*.

#### X. TRADE WITH POLAND.

The extent of this Trade depends much on the demand for the article of Grain. In the year ending the 5th of January, 1798, it employed only 69 Ships. The imports consisting chiefly of Corn and Linens, were valued at £.207,477 ; while the exports only amounted to £.35,468.—Total £.242,945.

In the general system of Pillage, which has pervaded the River Thames, Grain, of all kinds has suffered by Depredations, in common with other articles ; not only by the numerous Labourers in this branch, who are known to have carried the Pillage to a great extent, but also by River Plunderers, in general, who steal Bags of this article from Lighters, as often as opportunities occur.

In the detail of Depredations, recently given by a person, who disclosed a variety of specific Acts of Pillage, it appears, that in August, 1797, a Vessel arrived in the River, from the East Country with Wheat. The Tide Officers are charged with having seduced the Master and Mate, who were Foreigners, in consequence of which, 30 quarters of Wheat were unshipped, and sold at 20s. to a Re-

ceiver at Rotherhithe, while the remainder sold for 8l. The produce of the Corn was equally divided between the Officers, Master and Mate.

The aggregate average loss, therefore, by Frauds and Plunder, on Goods imported from, and exported to Poland, may be estimated at *Five Thousand Pounds a Year.*

#### XI. TRADE WITH SWEDEN.

The importations from Sweden, for the year ending	
the 5th of January 1798, amounted to	£152,707
And the exports of British Manufactures	73,766
And Colonial and other Foreign Articles	95,528
	<hr/>
Total . . .	£322,001
	<hr/>



tions are very extensive ; for the year ending the 5th of January 1798, they stood thus :—

Importations in 8 British and 194 Foreign Ships	£.94,824
Exportations in British Manufactures	218,891
. . . In Foreign or Colonial Articles	492,191
	<hr/>
Total	£.805,903
	<hr/>

The importations, consisting chiefly of inferior Timber, Deals and Naval Stores, are in the same situation with similar articles with respect to Plunder ; and the Goods exported, are equally exposed to Frauds ; though, perhaps, not so much to Depredations.— Upon the whole, considering the nature and extent of the Trade, the losses to the Revenue and Individuals, may be estimated at about *Five Thousand Pounds a year.*

### XIII. TRADE WITH RUSSIA.

The Trade to and from Russia, has been rapidly increasing, and is now very extensive. In the year ending the 5th of January 1798, it employed 225 British and five Foreign Vessels ;

The Imports, consisting of Linens, Hemp,	} £.1,565,118
Tallow, Iron, Deals, &c. &c. amounted to	
The Exports in British Manufactures	178,303
. . . in Foreign Articles, chiefly	} 273,804
Colonial produce	
	<hr/>
Total	£.2,017,225
	<hr/>

The

The importations from Russia, have been certainly subject to much Plunder; particularly Hemp, Tallow, and Iron, of which, abundance of proofs have been adduced, not only in this Work; but also in various judicial proceedings against Offenders. In the exports too, there is considerable Pillage in consequence of the necessity of resorting to Lumpers, to assist in taking in the Cargoes, and to the criminal agency of Revenue and Ships' Officers. The extent of the whole loss to the Revenue and the Individual, may be equal to 20,000*l.* a year.

#### XIV. TRADE WITH GUERNSEY, JERSEY, ALDERNEY, AND ISLE OF MAN.

The importations from these Islands, consist

there are strong grounds to suspect, that there must be considerable Pillage of Liquors previous to the discharge.

In July 1797, (according to the information of a person upon oath, taken in consequence of a judicial inquiry,) a Vessel arrived in the River from Guernsey, laden with Brandy. Five Revenue Officers were placed on board of her, who, in conjunction with the Mate, concerted a plan for the purpose of plundering the Cargo. In one night they drew off 30 skins full; but they were detected in the fact by the acting Surveyor, who seized the whole.

The circumstance, however, of their discharging at the Wharfs, may possibly prevent much of the Plunder which might otherwise take place; and therefore, the extent of the loss to the Revenue and the Individual, is estimated at 2000l. a year.

## XV. TRADE WITH IRELAND.

This Trade employed 273 British and three Irish Vessels, including their repeated Voyages, for the year ending the 5th of January 1798.

The Imports in that year amounted to . . . £.1,878,971

And the Exports in British } £.213,958  
Manufactures . . . . . }

. . . . . in East India } 445,965  
and Colonial Goods, &c. &c. }

————— 659,923

Total . £.2,538,894

The

The Importations from Ireland, consist chiefly of Bales and Boxes of Linens; also Provisions, comprising Beef and Pork, contained in a great number of Tierces and Barrels, and a vast number of *Casks*, *Tubs* and *Firkins* of *Butter*, to which may be added *Rare Hides*, and a few other Articles.

Above two-thirds of the Exports are composed of Sugar, Rum, Tobacco, and other West-India and American Articles; and Teas, Spices, and East-India Goods:—the remaining one-third is composed of British Manufactures.

Both the Imports and Exports of Ireland, from the very great number of Packages;—their portable nature, and the ready means of obtaining purchasers for whatever is stolen, must share the fate of other Commercial Articles, while surrounded by so much

**XVI. TRADE WITH THE OUT-PORTS OF GREAT BRITAIN; DENOMINATED THE COASTING TRADE.**

The Commerce carried on between the River Thames and the Out-Ports, is extremely extensive, it employs the following Vessels, *viz.*

	Vessels.		Voyages a Year.
To 60 Ports in England	496	who make	5692
To 7 Ports in Wales	32	ditto ..	124
To 15 Ports in Scotland	97	ditto . .	684
<hr/> Total 82	<hr/> 625		<hr/> (2)6500

The aggregate of these repeated Voyages, at the average of 86 Tons to each Vessel, amounts to 560,000 Tons, and the Merchandise, &c. which is Imported and Exported, (2) is estimated as follows, *viz.*

Imports 6500 Voyages	. . . . .	£.4,100,000
Exports ditto	. . . . .	2,500,000
		<hr/>
	Total .	£.6,600,000

As however no aid is derived in this instance from the Revenue calculations, the amount which is now stated, is estimated upon a general view of the Tonnage, and an examination of the nature and value of the Articles imported and exported.—In both in-

(2) See pages 10 and 11, detailing the Coasting Trade between London and all the Ports in Great Britain.

(o) Vide General View of the Trade, pages 22, 23.  
stances,

stances, much valuable Merchandise is conveyed Coastwise, and a considerable proportion of the Grain and Malt consumed in the Metropolis, is conveyed in these Vessels.(p) Under such circumstances the calculation of the aggregate value will probably be considered as not over-strained ; for, although it certainly is not possible, without official documents, to ascertain the amount even with any degree of accuracy, it is clear to demonstration, that it must be *immense* ; and equally obvious that from the nature of many of the Articles, the Pillage must also be very extensive, even without ascertaining precisely whether any loss has been sustained or not.

CORN.—The article of Grain, in particular, has been proved in numerous instances to be subject to excessive Plunder. The system of *Sampling*, and the

themselves become considerable Dealers, by confining their purchases principally to the Pillage of their associates ; and men who have long supported the best character in the opinion of their masters, have been detected in these practices.

The barrier of moral rectitude once broken down, the mind becomes reconciled by degrees to look even with satisfaction on actions that gratify their avarice, which at first they could not have endured. The want of an adequate Police upon the River, calculated to compass all objects, has tended greatly to the increase of the depredations upon Corn, and the security which offenders of all descriptions have experienced, has produced in this, as well as every other article, a rapid increase of crimes.

The transition from innocence to acts of turpitude, where great temptations are in the way of men in needy circumstances, is easy and obvious.—An indulgent Master, at first, grants the privilege of a few samples or a trifling quantity of foul Corn, on the solicitation of an industrious servant, under the pretence of feeding a pig, or a few poultry. The request is again repeated with equal success. The stock of poultry or pigs is increased, and additional quantities of grain become necessary. The indulgence of the Master in a few instances, is, at length, construed into a sanction to appropriate Sweepings of foul Grain. These Sweepings are presently increased by previous concert among the Labourers. Corn becomes foul, which might have been preserved in  
a clean

a clean and Merchantable state, because the covetous disposition of the Labourers has increased. At length, they become Dealers in a little way, and their Customers must be supplied. The habit of abstracting a little, reconciles the mind by degrees to larger quantities; till at length, superior Grain is pillaged to a considerable extent under circumstances: where discoveries become extremely difficult, and where the Trade is conducted on a large scale, not the least suspicion is entertained, that any thing is going forward, until, perhaps, a Labourer, who had heretofore been considered as a faithful servant, is, to the astonishment of his Master, discovered to be a great Receiver, and a considerable Dealer. These observations are founded on occurrences which have come under the cognizance of Magistrates, who have felt it their duty to penetrate into the nature and causes of an evil, which, if not speedily checked, will rise to an alarming and pernicious height.

But, this is not the only mode practised in committing depredations on the Corn Trade. Grain is frequently open, while in Craft, to the ravages of River Pirates and Night Plunderers: The portable nature of the Sacks, and the ease with which they can frequently be removed from the Corn-Barge to Boats employed by River Thieves, joined to the facilities afforded by numerous Receivers, contribute in no small degree to the increase of this evil.

In addition, however to the article of Corn, no doubt



doubt can be entertained, since the moral principle has become so exceedingly relaxed among all classes of Aquatic Labourers, that the pillage in other articles conveyed Coastwise, must be very considerable during the operation of Landing, Removing, and Depositing the immense number of articles which are imported, and the Cartage and Shipping of a great variety, often of valuable Goods, which are exported.

Whatever check honest Revenue Officers may have on Depredations, this cannot apply to the Coasting Trade: which, therefore, affords a freer scope to those who have the opportunity to pillage and embezzle Cargoes.

Considering then all the circumstances of this case—the incredible number of Aquatic Carriers—the evil examples before them—the immense value of property in transit; and the various opportunities which occur, to commit depredations without the risque of detection—the aggregate value of the plunder on the Coasting Trade, may be estimated at *Twenty Thousand Pounds a year.*

#### XVII. COAL TRADE TO THE PORT OF LONDON.

It has been already stated “that the Coal Trade employs on an average about 418 Ships and Vessels, which make 3,676 voyages in the course of a year.” “That about 2,196 Coal Barges, averaging 33 Tons, are employed in the discharge of these Vessels, making an aggregate of 71,903 Tons.” “That each

Collier, on an average, requires about 13 Barges. That 1,170 of these Craft are frequently laden with Coals at one time, while nearly as many are used as Floating Warehouses, above and below Bridge, waiting the calls of the Consumers, who require a monthly supply of 300 Cargoes of 220 Chaldrons each." That the monthly supply, being, therefore, 66,000 Chaldrons, it is not unlikely that about 50,000 Chaldrons, (with the exception of times of scarcity as at present,) remain exposed to depredations on the River all the year round. (p) Indeed, it has clearly been ascertained, that the plunder of Coals is excessive, and committed in various ways.—First, in the Ships during the discharge, through the medium of the Coal-heavers, where the property of the Owners, and the Public Revenue, suffer

Public Market was held at Execution Dock, for the Sale of Coals obtained in this way.

The mischievous privilege granted to the Meter, and the Meter's man, of a certain quantity of Coals for their private use, while it robs the Proprietor and the Revenue (*q*) of a considerable sum of money annually, (*r*) establishes a precedent, which is pregnant with evils of the greatest magnitude, as it furnishes an excuse for the like illegal indulgence to the Coal-heavers, and generates that disposition to pilfer, which has been found to be so predominant

	<i>Per London Chaldron.</i>
( <i>q</i> ) The average cost of Coals free on Board at Newcastle, is averaged at . . . . .	£. 0 12 7
The Freight to London, Light Money and Charges taken on an average . . . . .	0 10 6
The Duty, 9s. <i>per</i> Chaldron; Charges of Entry, 3d. <i>per</i> Chaldron.* . . . .	0 9 3
The expence of the Delivery into Lighters, including Metage, 3d. Coal-heavers, 1s. 6d. Factors' Commission, 4d. <i>per</i> Chaldron .	0 2 1
The Lighterage . . . . .	0 1 4
The expence from the Lighters to the House . . . . .	0 4 9
Total .	£. 2 0 6

(*r*) Supposing the Meters and Meters' men, (about 90 in number,) to receive only 5 Bushels each, as their privilege in every Cargo, on an average, the whole would amount to 1,020 *Chaldron*.

Loss to the Proprietors, at least 20s. <i>per</i> Chaldron, including freight	£. 1,020 0 0
Loss to the Revenue, 9s. <i>per</i> Chaldron . . . . .	459 0 0
Total . . .	£. 1,479 0 0

\* The Total Revenue paid for Coals by the consumers in the Metropolis is above £.360,000 a year.

among

among this very depraved, but useful, and frequently ill-used class of men; whose earnings, if they were provident, and a strict line of rectitude were pursued by all their Employers, might speedily place them in very independent situations; since it appears, that their labour, which is tolerably constant, produces from 7s. to 18s. a day, and some few instances have occurred, of its extending even to 27s. for the labour of fourteen hours.

Notwithstanding these apparent large earnings of Coal-heavers, it is a curious and interesting fact, that a very considerable proportion of these hard-working men, even since the late advance of the price of their labour, do not on the average of the year, carry home more than 15s. a week for the support of their families. The Coal Undertakers,

for each Ship, they lose the favour of their Employer, and the preference which he has it in his power to give them ; and also, the subsistence-money of 5s. a week, advanced them as a temporary loan, for maintenance when out of employment. Under such circumstances, they are completely in the power of the Coal Undertakers, who also, besides the 12s. a Ship for Gin, Porter, &c. demand and receive, (according to the information which they themselves have stated to the Author,) *One Shilling and Four-Pence* from each man in every Ship discharged, in name of Commission. Assuming this fact to be true, it will appear from the following calculation, that these poor people are very hardly dealt with:—

1. Supposing 3,676 Cargoes to require on an average 10 men each, paying 1s. 4d. Commission to the Coal Undertakers who employ them, or 13s. 4d. each Ship; the aggregate sum thus paid in a year by the body of the Coal-heavers, is . . . .	£. s. d. 2,450 13 4
2. Supposing 3,676 Cargoes discharged by 10 men each, who shall have 12s. in liquor, consisting of Gin and Porter, &c. sent them whether required or not, being equal to 6l. each Cargo; the aggregate taken out of the labour for subsistence while at work, is . . . . .	22,056 0 0
Total . . .	£. 24,506 13 4

Being more than £.30 a year, on an average, from each Coal-heaver.

L

And,

And, supposing the twenty-four Publicans to		
gain 25 <i>per Cent.</i> on their Liquors, &c.	£.	s. d.
their profit will amount to . . . . .	6,126	13 4
To which, add the Commission before men-		
tioned . . . . .	2,450	13 4
Total estimated profit . .	£.8,577	6 8

It would seem to be worthy of inquiry, under what authority a Commission of 13s. 4d. each Ship, on an average, is wrested from these poor ignorant people; and how far Publicans ought to prescribe rules, by which men shall be compelled to besot themselves with an immoderate and unnecessary portion of strong Liquors, while their wives and children at home are often in want of the necessaries of life.

according to the plan settled by the Receiver, who had Carts ready at a convenient landing-place, where the whole have been carried away, while the empty Craft was not heard of for some days, until picked up drifting with the tide in the River.

It has not been customary for those who require Fires in Winter, while navigating Craft in the River, to purchase Coals for the purpose of fuel. When in want, they have generally supplied themselves out of the first convenient Barge that happened to be accessible.

In this course of Systematic Depredation, the loss has been sustained by the purchasers, wherever Coals are bought by what is called the *Room*. In all other cases the injury falls on the Coal Merchants, who have suffered severe and heavy losses annually, which nothing but an energetic Police pervading the whole River can prevent; and it is presumed, that the same expence which they incur by the employment of very inefficient Watchmen, amounts at present to more than their proportion of a competent Police Fund.

On a supposition, that out of each of the Cargoes of the 47,788 Coal Barges exposed to Depredation, in the course of a year, only six bushels on an average are purloined, the aggregate would amount to 7,965 Chaldrons, which, when added to the Plunder and unlawful allowances in the Coal Ships, seems to warrant an opinion, that the annual defalcation cannot amount to less than *Twenty Thousand Pounds a year.*

*year.* In the opinion however of some intelligent persons in the Trade, the aggregate Pillage amounts to double this estimate.

**XVIII. DEPREDACTIONS ON THE CARGOES OF PRIZE-VESSELS IN THE PORT OF LONDON.**

In addition to these detailed estimates of Robberies and Pillage, committed on specific branches of Commerce, is to be added the excessive Plunder which has been found to prevail in almost all Cases where Prize Vessels are brought into Port. No estimate is made of the extent of this Plunder, from the circumstance of no vessels appearing upon the Revenue Returns of the particular year, which has been selected as the ground work of this inquiry. It is, however, certain



ver, entered into a conspiracy to Plunder the Cargo of the first mentioned Vessel, which was effected to a great extent, although several English East-Indiamen, and the Revenue Gallies were along side.

From the other Ship, specific mention is made of six whole Bales of Cinamon, four Bales of Callico, and two large Bales of Handkerchiefs, which are stated to have been plundered in the night by means of false Keys. The same information states, that the Lumpers gave *douceurs* to the Officers for permission to plunder the Pepper on board, which was carried off in large quantities; insomuch that two Tons of this Article, were seen at one time in a house at Blackwall, which had been landed by the Lumpers in the course of two or three days. It was afterwards conveyed safe to Town, in a Butcher's Market-Cart. The Officers are stated to have shared 100l. each.

In cases where adventitious wealth is thus obtained, it is astonishing with what facility the moral principle becomes relaxed, and with what ease the human mind is suddenly reconciled to acts of spoliation and waste. While those in immediate trust exhibit evil examples, and expose themselves to observation and discovery, a continuation of the same System of Pilgrage is suffered in others as the price of concealment.

Instances have occurred where one-fifth part or more of a Prize-Cargo, has been embezzled, wasted, and rifled by men acting under these impulses; while

while others availing themselves of the security created by having their employers in their power, have gone lengths which exceed all credibility.

**XIX. DEPREDATIONS ON THE PUBLIC STORES IN THE RIVER THAMES AND MEDWAY.**

Not have the Stores belonging to His Majesty escaped Peculation, Embezzlement and Plunder, in many instances, under similar impulses arising from impressions "*that the Clandestine possession of Public Property injures nobody.*"

Avarice goads the mind frequently to acts in a moral point of view the most atrocious, while habit and example sanction Fraud and Dishonesty in

evil ; for the various Detections of the newly established Marine Police on the River Thames, joined to the numerous Criminal Trials in the different Courts of Justice, prove incontestibly that the mischief extends very far ; and so completely are the Chief Officers, who so worthily preside over these Departments, convinced of the importance of applying an antidote, that their attention has been directed to the framing of such apposite Legislative Regulations as shall operate as a remedy.(s)

It is not possible to ascertain the actual extent in point of value of the Peculations, Embezzlements, and Pillage of Naval, Victualing, Ordnance, and other Stores, which are deposited in the Arsenals, or move in transit on the River Thames and Medway. But certain it is, from the laborious investigations which various detections have invited on the part of the Magistrates of the Marine Police, that the influence of the relaxed morals and the systematic thieving which pervade the Mass of the Labourers of every description upon the River Thames, extend to the Public Property, perhaps in a greater degree, for the reasons which have been already assigned, than to the Merchandise and Naval Stores of Individuals.

(s) The Commissioners of the Navy deeply impressed with the necessity of improved Laws, and a System of Police, calculated to prevent the Depredations committed on His Majesty's Stores, have applied, through their Solicitor, to the Author of this Work for his assistance, in suggesting means for correcting the evils which have been found to exist.

sorted

The discovery of the devices which have been resorted to by the persons who navigate the Victualling Hoys, in abstracting Spirits and Provisions in their passage to His Majesty's Ships and the Russian Men of War in the River, and the facilities afforded them, by the numerous Receivers who are also discovered to reside in the Towns and Villages adjoining the River Thames and Medway, sufficiently indicate the existence of a regular System long established, and apparently fully matured.

And when the extent of the resource for this species of Peculation and Plunder is considered,—the number of Delinquents eager to devise means of obtaining Public Property,—the deficiency of the existing Laws, and of the means of putting them

**HAVING** thus endeavoured to develop the extent of the Depredations, to which each specific branch of Commerce has been exposed, in its transit from the Repositories of the Merchants to Ships and Vessels in the River Thames—and *vice versa* : Having also explained the various means which are employed in the embezzlement and spoliation of Commercial Property, in outward and homeward-bound Ships, Vessels, and Craft, in the River Thames :—Having likewise unfolded the various devices, which contribute in so eminent a degree, to the injury of the Public Revenue, and the diminution of the National Property by the Peculation and Pillage of his Majesty's Stores : It remains now to bring under the eye of the Reader, a collected View of the whole estimated Depredations on Commercial Property, in the order in which each branch has been considered ; to which is added, a Statement of the number of Packages, and the aggregate value in the following

**RECAPITULATION:**

## RECAPITULATION;

Exhibiting in one View the Foreign and Coasting Trade of the River Thames :—The Tonnage :—Number of Packages :—Value of Goods imported and exported :—And the estimated Plunder on each Branch of Trade : amounting in the whole, to the enormous sum *Five Hundred and six Thousand Pounds :*

Calculated on the Imports and Exports, of the Year ending January 5, 1798.

Specification of the different Trades.	Ships.		Tons including their repeated Voyages	Estimate of the number of Packages out & home.	Total value of Imports and Exports.	Value of Plunder
	Foreign.	British.				
East-Indies . . . . .	3	50	41,466	300,000	10,408,000	
West-Indies . . . . .	11	335	101,424	400,000	11,013,700	
British American Colonies (Africa, and the Coast of Africa)	0	64	11,936	6,000	1,638,000	

By contemplating this general State of the immense Commerce of the River Thames, in the particular light in which it is placed, the mind is assisted in forming a conception (which might otherwise be extremely difficult) of the existence and extent of the Depredations which have been committed.

It certainly exhibits a very unpleasant picture of the state of morals among the Labouring Classes, whose assistance is indispensably necessary in moving this immense Machine.

But while their profligacy is sincerely deplored, it is an act of justice to state, that the major part confine themselves entirely to this species of Pillage ; and that many of this class of men, who, from early habits and the force of evil example, have become deeply implicated in offences of this nature, would shudder at the idea of committing a Burglary, or robbing on the Highway.

Hence a hope is entertained, which has indeed already been proved, and will be shewn in the sequel of this Work, not to be fallacious, that practicable means exist, whereby this excessive evil may be kept down if not nearly eradicated.

The leading cause of the evil is to be traced, to the total deficiency of any measures of Preventive Police, calculated gradually to check the progressive increase of Crimes : the constant and never-failing attendant on the accumulation of Wealth. In the course of the advance of the latter, which has been  
already

already shewn to have been rapid beyond all example, nothing material has been attempted towards the suppression of the former; and hence it has followed, *that Commercial Riches and Criminal Offences* have grown up together. Preventive Police may be considered as a *New Science*, yet in its infancy, and only beginning to be understood. Its nature and the effects which it has produced, with respect to one great branch of Commerce, will be explained in the following Chapters.



## CHAP. IV.

*The causes which produced the Institution of the Marine Police.—The proceedings which preceded its establishment.—A general view of the State of Delinquency, and an estimate of the number of Offenders, in a course of Criminal Turpitude, previous to its adoption:—*1. *Mates of the numerous Ships trading to the River—*2. *Petty Officers, and Crews employed in the Trade—*3. *Inferior Officers of the Revenue of Customs and Excise, and Custom-house Watermen—*4. *Lumpers employed to load and discharge Ships in the Thames—*5. *Coal-heavers employed in the River—*6. *Journeymen Coopers employed in discharging Ships in the River—*7. *Watermen plying between London Bridge and Greenwich—*8. *Journeymen Lightermen employed in the River—*9. *Mud-larks and Rat Catchers—*10. *Watermen in Ships and Lighters, and on the Quays—*11. *Labourers on the Quays, denominated Scuffle-hunters—*12. *Labourers in the Commercial Warehouses—*13. *River Pirates—*14. *Night Plunderers—*15. *Light-Horsemen—*16. *Receivers of Public and Commercial Property, in twelve Classes.—Recapitulation of the 12 Classes of Receivers estimated at 550.—Recapitulation of the numbers of the different Classes of Delinquents who contribute to the Depredations on Commercial Property:—*Explanatory Observations

*Observations applicable to the subject.—The new System of Marine Police explained.—The judicial Department.—The Marine Police preventive Department.—The Department for employing Lumpers.—The general Department of Accounts.—Recapitulation of the whole, with a general View of the Annual Expence.—The number and functions of the permanent and occasional Officers.—General observations respecting the advantages of the design.*

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**S**UCH were the evils with which the Commerce of the Port of London was afflicted, and such were the extent and magnitude of the Depredations commit-

After trying every expedient, and incurring an enormous expense in Rewards and Prosecutions, without appearing to diminish the evil, the expedient was at length suggested by the Author of this Work, of forming *a System of Police, applicable to the peculiar circumstances of the Trade of the RIVER THAMES.*

On the 30th of January 1798, the Committee of West-India Merchants, after fully considering the plan submitted to its consideration, for this purpose, entered into a resolution to carry the same into effect, with the approbation of his Majesty's Executive Government.

On the 27th of February following, a *General Meeting of the West-India Merchants confirmed the resolution of their Committee*, and which soon after received the approbation of a *joint meeting of both the Planters and Consignees.*

On the 27th of March, His Majesty's principal Secretary of State, to whom the plan of the Marine Police had been previously explained, gave his full approbation of the measure, on behalf of Government; and this sanction was afterwards explicitly confirmed on the 16th of May, by a Letter from His Grace the Duke of Portland to the Right Hon. Lord Penrhyn, Chairman of the West-India Planters. (1) In consequence of the sanction and approbation

(1) MY LORD,

Whitehall, May 16, 1798.

I have this moment received the answer of the Chancellor of the Exchequer to the proposal I made to him, relative to that part of

bation of Government thus obtained, the West-India Merchants, at a Meeting held on the 28th of June following, resolved to carry the plan of the Marine Police Institution into immediate effect, at the same time soliciting the assistance of its Author, in superintending the execution of the design. This request was followed by another from his Majesty's Principal Secretary of State, (u) confirming the approbation

of the expence of the Marine Police Establishment, which appeared to me ought to be borne by Government; and I have the honour to acquaint your Lordship, that he intirely agrees with me in opinion; and your Lordship will therefore have the goodness to inform the Gentlemen, you are to meet this morning, that the Articles numbered 2, 4, 8, 9 and 10, in the plan, which was put into my hand, will be defrayed by Government; and that I shall be ready to give every assistance and facility in my power, to the

approbation of Government, and seconding in very handsome terms, the wishes which had been expressed by the West-India Body.

On the 15th of June, the Committee acting for the Planters and Merchants, in the affairs of the Marine Police, recommended JOHN HARRIOTT, Esq. to His Majesty's Principal Secretary of State, as a gentleman well qualified to execute the functions of resident Magistrate; and soon after the KING's pleasure was signified, that his name should be inserted in the Commissions of the Peace, for the Counties of Middlesex, Surry, and Kent,(x) and he was appointed to

this offer, I think it necessary to inform you, that in case of your assenting to the above proposals, I have secured you a proper substitute, who will take upon him your duty at Queen's Square, at the time at which you must be necessarily absent from it, and that I have taken care that a proper provision shall be made for the remuneration of the Gentleman during that period.

I am with great regard,

*To Patrick Colquhoun, Esq.  
Public-Office, Queen-square,  
Westminster.*

SIR,  
Your most obedient,  
Humble Servant,  
PORTLAND.

(x) Mr. HARRIOTT had for several years, acted as a Magistrate for the County of Essex, where his talents, integrity, and public spirit had justly procured him one of the most handsome public testimonies of intrinsic worth, that ever fell to the lot of any individual to receive. His indefatigable attention to the public interest, since he has presided at the Marine Police Office—His zeal for the public good—His prudence, discretion, and humanity, in the execution of the Laws, and the important trust committed to his charge, joined to the extensive local and nautical knowledge which he possesses, and which he employs, with the assistance of an acute and discriminating mind, in carrying systematically into effect the plan of

to second the exertions of the superintending Magistrate, in carrying into effect this important design ; which was preceded by the publication of a Report of the West-India Merchants (y) explanatory of the System, which ultimately commenced on the 2d of July 1798, at a commodious Office, conveniently situated close to that part of the River which forms the centre of the discharging births, or places, where the Ships deliver their Cargoes, at No. 250, Wapping New Stairs.

Preparatory however, to the adoption of specific arrangements for carrying into effect this arduous undertaking, it became a measure of necessary prudence, to acquire as accurate a knowledge; as the nature of the case would admit, of the actual state of the delinquency, which was to be combated in a

ters, the numbers which compose this horde of offenders, fall now to be considered in a collected point of view, for the purpose of preparing the mind, by an apposite elucidation, for the arrangements of Police which were found necessary to be adopted.

In forming estimates however, of this nature, it would be vain and presumptuous to aim at accuracy, where, in the nature of things, so much must depend upon conjecture:—It is only necessary to state, that in the following subdivisions, which form the scale of aquatic delinquency, infinite pains have been bestowed in procuring information and data to assist the calculations, so as to bring them as near the truth, as the nature and circumstances of the case would admit.

*ESTIMATE of the number of Delinquents, who have been discovered to belong to the general mass of offenders, in embezzling and stealing Commercial Property, and the Tackle, Apparel, and Stores, of Ships and Vessels in the River Thames.*

#### I. MATES OF SHIPS AND VESSELS LADING AND DISCHARGING IN THE RIVER. (z)

It is to be lamented, that among this class there should have been so many implicated in offences of this nature, especially the principal Officer on board in the absence of the Ship-master, in whom an important trust is reposed: but it is a melancholy

(z) In this description, Mates of East-India Ships are excepted.

fact, that the numbers who have thus been seduced and betrayed into these practices, could not easily obtain credit, except with those whose peculiar situations afford opportunities of investigations of this nature. Holding a certain rank in Society, with emoluments (*a*) very unequal to the wants of a family, they resort generally to illicit Trade, as a means of bettering their condition. The facilities which become necessary to carry on these clandestine practices, generate connections and intimacies with the lower classes of the Revenue Officers, which too often terminate in conspiracies to rob the Cargo. 'The transition from one offence to another is easy' : and small beginnings (*b*) generally terminate in greater.



greater offences. Considering that there are at least 1,100 Mates of British Ships in the Foreign Trade, and about 1,300 in Foreign Ships, (r) besides 1,040 in the different Coasters, making an aggregate of 3,444, who trade to the River Thames, under circumstances where they have many opportunities to form criminal connections with corrupt Officers and Receivers of Stolen Property ; (d)—Taking also into the

bound Vessel, in conjunction with a Revenue Officer, was discovered to have been concerned in breaking open a hat-box. Two of the identical hats which had been stolen, were worn by these two offenders when apprehended, and they both confessed that they were a part of the Cargo. The same Mate having afterwards stolen a trunk of dry goods from the Ship, detection followed, and he was committed to take his trial. In Autumn 179<sup>u</sup>, a West-India Ship was plundered of a large quantity of Coffee. The vigilance of the Marine Police detected one of the Boats conveying it on shore. The Mate afterwards acknowledged that he was connected with the Officers of the Excise and Customs, by whose assistance and collusion this robbery was committed. The Mate and Steward became evidence for the Crown, and two of the Officers suffered death. Various other instances could be adduced, (and indeed have already been adduced in other parts of this work) of the criminality of Mates, although it is but too evident to those who turn their attention minutely to investigations of this sort, that previous to the preventive system, not one offence in a hundred came in any shape to light.

(c) The Mates of Foreign Ships, and others who compose the crews, while lying along side, or in the vicinity of West-India Ships and outward-bound Vessels, lading Sugar, Coffee and Tobacco, &c. are in the habit of purchasing West-India articles, Tobacco, &c. which is obtained by pillage. These Vessels afford considerable facilities to plunder, while from their peculiar situation detection is difficult.

(d) The devices practised formerly by Mates having criminal connections with Revenue Officers, shew how perfectly those iniquitous practices

the calculation the numbers who have been detected, and the scenes of iniquity which have been developed in the progress of judicial investigation, it may not be unfair to conclude, that in so great a number, *five hundred* may have been implicated, more or less, in the numerous offences which distressed the Commerce of the Port of London.

practices were systematized. It is the duty of the Excise Surveyor to call on board of Rum Ships every day, to take the *dry inches*, with the number of each cask, and then to enter the survey not only in his own, but in the subordinate Officer's book, to prevent frauds; but in consequence of a previous concert between the Mate and the Revenue Officer stationed in the Ship, it is said to have not seldom happened with a view to prevent the Surveyor from taking stock, when pillage was in contemplation, that the Rum casks have been purposely covered with *Hatchets, Ropes, Wood*, and other Lumber, so as to render them inaccessible. This object

## II. THE PETTY OFFICERS AND CREWS OF SHIPS AND VESSELS, LADING AND DISCHARGING IN THE RIVER THAMES.

THE evil example of the Mates, (if such were necessary,) produces in not a few of the individuals, whether Second Mates, Stewards, Carpenters, Mariners, or Boys, who compose the crews of 3,440 Ships, which visit the Port of London from *once* to *forty-eight* times in the course of a year, a desire to share in the general pillage which has so universally prevailed. Admitting the crews of 2,400 Ships; (which is about the average number employed in Foreign Trade,) to amount to 30,000 inferior Officers, Mariners and Boys; and the Coasting Trade which employs 1,040 Vessels, to require 4,000; and deducting from this aggregate 10,000 British Seamen, who leave their respective Ships on their approaching the Port, or are impressed into his Majesty's service, the result will be, that out of 24,000 Seamen and Boys, a considerable proportion are on the River Thames several times in the course of a year. Hence they become open to seduction, and to the influence of the evil examples to which they are exposed, not only from the iniquitous practices which they witness in their own and other Ships often under their immediate view; but from these Mariners being too generally, whether *British* or *Foreigners*, under the influence of the lowest and most profligate class of females, who often plunder them of their

## TREATISE ON

their fair earnings, and then seduce them into acts of pillage and thieving, for the purpose of ridding them of the embarrassments which their indiscretions produce.

British Seamen in general, are a brave, but a thoughtless and dissipated race of men. Their habits of life are hostile to those principles of morality which would otherwise operate as a barrier against that species of dishonesty, which has been rendered familiar by evil example. They would be shocked at the idea of committing a robbery on shore, while they too easily reconcile their minds to offences on Ship-board, which are equal criminal in a moral point of view, and on which the Laws have inflicted, in many instances, a punishment not less severe. That system therefore of Police Regulations, which shall operate in restraining this numerous and useful class of men from acts of delinquency, while it at the same time protects them against the gross and iniquitous frauds and pillage to which they are exposed, must be acknowledged a very great, and at the same time, a most beneficial and humane improvement in the Political Economy of the Nation. Until such a system can be perfected, (and happy it is for Society that the object is attainable,) they will continue to be the deluded objects of imposition, and a prey to misery and distress at that period of life, when ease and comfort is necessary and desirable to man.

Requiring again to the aggregate of 24,000 individuals,

viduals, which is supposed to compose the whole number of Petty Officers, Seamen and Boys, who visit the Port of London, in the course of a year, it is painful to state, that, at least, 4000 may have been implicated in acts of aquatic delinquency.

### III. INFERIOR OFFICERS OF THE REVENUE OF THE CUSTOMS AND EXCISE, EMPLOYED AND STATIONED IN SHIPS AND VESSELS IN THE RIVER THAMES.

Nothing but an ardent desire to see a remedy applied to the evils that exist, through the medium of a certain proportion of this class of men, both as they respect His Majesty's Revenue, and the general corruption of Morals which prevail, could have incited a developement, over which impulses strongly operating on the feeling mind, would have otherwise drawn a veil.

Unwilling suddenly to credit what might appear to the common observer as improbable, and impressed with sentiments favourable to a class of Individuals apparently controuled by a system, at the head of which are men of the purest morals, acting zealously for the public good; it was not until much unsolicited evidence, confirmed by *specific*, and in some instances *atrocious acts* of criminality, pressed itself upon the attention, that an investigation was attempted of the practices of Revenue Officers, employed in guarding the public interest in Ships and Vessels, lading and discharging in the River Thames.

But

But reflecting, that the major part is composed of a class of men, whose original education and habits did not, in many instances, afford the means of acquiring correct notions of moral rectitude :—that they are in general indigent and needy, with calls upon them which require a more ample income than they possess ; and with wants which go beyond the habits of a common labourer, though with resources less productive :—reflecting also, that the peculiar nature of the system removed them to an almost inaccessible distance from the source of general superintendence, which could never be approached but through the medium of a gradation of subordinate Officers, rendering the peculiar merit or demerit of this class of men not easy to be known, and, therefore, holding out no hopes of benefit or

them, and upon whose report their fate depended, might be disposed to wink at, from a dread of the exposure of some irregularities in their own conduct, in the acceptance of prohibited Fees.

Standing in this situation, where the power of Punishment extended no farther than dismissal ;—Where no means of detecting Offences existed, and where, even in cases of Detection, no Prosecutor was called upon to promote the ends of Justice ;—where no Police attached as an appendage to the System, for the purpose of over-awing persons in the progress of committing Offences, they naturally increased. The causes therefore, are thus easily explained, which have produced the enormous abuses, whereby the interest of the Revenue, and the rights of Individuals, have been in so extensive a degree invaded.

It would appear from information, which has been derived from various sources, agreeing in all the leading features, that the inferior Officers of the Revenue may be divided into the following classes :—

1. Those who have been, for a considerable length of time, hackneyed in all the abuses which have prevailed in the River, who carry on their Depredations to a great extent, in connection with Criminal Receivers, and who also contribute, in no small degree, to the seduction of Mates, and the petty Officers, who are strangers, by bringing them over to their nefarious designs.—These are generally denominated *Game Officers*.—Many of this description are apparently correct in their attendance upon duty, and never subject themselves to the imputation of being *negligent Officers*. They are moreover in general *acute* and *penetrating*, capable of

of devising and carrying plans of Depredation upon the Revenue and the Individual into execution, while, at the same moment, they have the address to make their superior Officers believe them honest and faithful. As soon however as they are placed on board at Gravesend, they begin to lay their plans. If the Mate is a stranger he is sounded,—an intimacy is formed, and the plans are hazarded, for abstracting a part of the Cargo. The Mate is reconciled to the measure, by the observation that it never will be missed,—that under the wings of the Officers a discovery is impossible, and that it will procure a good deal of money into all their pockets. Preliminaries being thus settled, the particular mode of committing the Pilfer is agreed. When the Ship arrives at her destination, the Captain or Receiver is sent for, and the prices of the different articles, which are to be disposed of, are sent in. —

Sugar is sold under the False Term of *Said*

*Coffee* . . . . . Beans

*Peas* . . . . . Pease

*Rum and other Liquors* . . . . . Vinegar, &c.

Loggers, Bladders, and other

Articles



continued usually till five in the morning, making repeated trips on shore during this period, and changing the Signals every time to prevent Detection. An instance, however, has been stated to the Author, where this species of extreme caution did not avail. A Prevention Boat belonging to the Revenue rowed up to the bow of a *Game Ship*, when one of the Officers asking, in a low tone of voice, *Are you ready?* The answer was in the affirmative; and instantly three bags of Sugar were lowered down of nearly *two cwt.* each. On going on board, two more bags were found; but the matter is said to have been hushed up.

It will be shewn in the sequel, that the Police Surveyors upon the River, have completely defeated these abominable Conspiracies. They are not confined to hours, but are out the whole night in different directions, watching in particular the Ships that are suspected.

- II. Officers who merely connive at Pillage and Plunder, in consideration of a certain gratuity, and who do not partake themselves in the general spoil.
- III. *Extra Officers*, who are only paid 3s. per day for about six months in the year, while they are employed.—Their fair emolument producing only about 27l. a year on an average, they are, with some exceptions, always disposed to sacrifice their integrity and the public interest, to what may appear to be for their own advantage; and by considering the short duration of the period of their power, seldom lose an opportunity in making the most of it, by resisting any proposition, whereby this object can be promoted.
- IV. *Glut Officers*, who are only sought for when great Fleets arrive, and the Port is exceedingly crowded. In this situation such, in general, are accepted of as can write decently; they are of course generally composed of illegal Lottery Insurance Clerks, occasional Waiters at Taverns, and other outcasts, who have no settled employment, and who are

have considered such temporary appointments as a kind of harvest, which they are to render as productive to themselves (while the Power remains) as circumstances will admit, and of course are glad of every opportunity of benefiting themselves at the expence of the Merchants and the fair Traders.(c)

V. *Pure Officers*, part of whom belong to all the different classes; but who are generally scouted by their associates, while it too frequently happens, from the circumstances already stated, and the interest which criminal Officers take care to preserve with their immediate Superiors, that no channel exists whereby they can convey useful information.

VI. *Custom-house Watermen*.—Among this Class are certainly many impure Characters, who have been known to be in connection with the *Game Officers* on board the Ships, for whom they have been generally considered as safe carriers, because if met by a Superior Officer the Goods were converted immediately into a Seizure, and conveyed to the Custom-house: but if they escaped notice, the booty was conveyed to the Copeman, or Receiver.

(c) The following account of these Officers is given in the very words of a person extremely well-informed on the subject.—“The Glat make interest with the superior Officers of the Customs, to be employed when large Fleets arrive from the West-Indies. Their pay is 3s. a day while on duty. They have seldom a farthing in the world when they go on ship board, having spent all in making interest to procure what is called a *good Ship*, and sometimes a *good Ship*—” that is, a situation where, from the absence of the Captain, and the rascality of the Mate, a conspiracy is formed to plunder the Ship. Their System (to use their own language) is to *make Hay while the Sun shines*; and they have been known to make from 15l. to 20l. by a single Ship so circumstanced.”

An instance is stated to the Author, on an authority which admits of no doubt, that in a System of Pillage carried on by the Mate, and *Game Revenue Officers*, on board of a Ship Outward-bound for Hamburg, some of the Gang who were engaged night and day in this business, consisted of Searchers' Watermen, whose particular situation, as Officers, tended in some degree to shield them from suspicion, though in this respect they have not always been successful, as Convictions have taken place where Revenue Watermen have been detected with Goods without the broad Arrow, to denote that they were seized, and rowing in a different direction from the Custom-house.

The number of inferior Officers employed by the Customs may be arranged as follows :

- I. 200 *Established Tide Officers*, having a Salary one half of them 40*l.* and the other 35*l.* a year, and 1*s.* a day while on Duty. A considerable proportion, however, is appointed to superior duty, as Acting Surveyors, in the Summer when the Fleets arrive, and have a certain influence in appointing Extra and Glut Officers to Ships. Their average fair emolument 55*l.* a year.
- II. 200 *Preferable Officers* who receive 3*s.* 6*d.* a day without any Salary. They may be employed two-thirds of a year, and may receive at the rate of 42*l.* a year.

400 Officers brought over.

III. 300 *Extra Officers* (or thereabouts,) who receive 3s. a day while employed, or about 27l. a year; having only duty to perform for about half the year.

IV. 150 *Glut Officers*.—These receive also 3s. a day while employed, which seldom exceeds two months, and therefore their fair earnings cannot average above 10l. a year each.

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850

Besides these 850 inferior Officers, or thereabouts, (for as their numbers vary they can never be exactly ascertained) there are 82 Custom-house Watermen who are attached to the Superior Officers, who survey the different Ships in the River, viz.

The aggregate, therefore, of inferior Officers of the Customs who do duty on the River, may be estimated at 932; and perhaps there are about one-third of that number in the Service of the Excise, making in all about 1200 inferior Officers, whose Salaries, or allowance, run from 10l. to 55l. a year.

Looking at the subject in the point of view in which it is thus placed, humanity pleads in behalf of this miserable Class of men. Few of them, except the Watermen, have opportunities of making Seizures, and these too have experienced a prodigious reduction in their emoluments, since the vigilance of the Marine Police has, in so great a degree, banished Delinquency and Smuggling from the River.

A Custom-house Waterman, who appeared to be a man of veracity, while he candidly acknowledged to the Author the utility and necessity of the Marine Police, stated at the same time his loss by the diminution of Seizures, to be equal to from 35l. to 40l. a year.

Where no fees are authorized, *none will be given but for connivance at clandestine transactions.* The inferior Officers are in this precise situation: their emoluments are inadequate to the support of their families, and hence they have too easily yielded to temptations; stimulated by *want*, and reconciled to bad actions by the force of example, and the sanction which *forbearance* and a deficient System of œconomy

nemy and Police had given to offences of great turpitude.

Were there not abundance of proofs in the detection and conviction of so many of this class of men, the occasional dismissal of such numbers shews that their purity and integrity is not of that cast which can beget confidence.

Taking therefore, all circumstances together, it may not be too much to state, that out of 1200 inferior Revenue Officers who have been employed on the River duty, *Seven Hundred* may have been, more or less, profilers by the excessive Plunder, which seems to have been more or less general in every line of Commerce.

It appears from various accurate channels of information, that the evils which have arisen from the

time the character of the fair Trader, and generating disputes between Shippers and their correspondents, of a nature the most disagreeable. Important as it certainly is, to guard by every possible means the security of the Revenue, with respect to Debenture Goods, the System does not seem to admit of the same minute accuracy as prevails with respect to goods imported; and hence enormous frauds have been discovered. When a Ship proceeds outward-bound down the River, if the Plunder cannot conveniently be removed till she reaches Gravesend, every facility is found there with respect to the concealment; and where a sale cannot be effected at the price which is expected, the goods purloined are returned to London in the Gravesend Boats, without any suspicion whatever being excited.

#### IV. LUMPERS EMPLOYED TO LOAD AND DISCHARGE SHIPS IN THE RIVER THAMES.

The illegal proceedings of this description of Labourers have already been developed in the Second Chapter. (Div. IV. p. 62.) They may be divided into three Classes :

- 1st. Regular Lumpers who are employed all the year round in labouring in the Rigging and outfit of Ships; and also as *holders*, or persons who unstow the Cargo during the discharge, set up the *Derick*, &c. and who are generally complete Seamen - - 400

	Brought forward	400
2d. Inferior Lumpers who are not always Seamen by profession, but who are in the habit of working on board of vessels in the character of <i>Deckers</i> , or persons who hoist up the Cargo upon deck, and from thence into the Lighters, and seek their living chiefly among the Shipping - - - - -		600
3d. Occasional Lumpers who resort to the River when great Fleets arrive, for temporary employment - - - - -		400
	Total . . .	1400

When the general profligacy of manners, which has been found to pervade this great body of Labourers, is considered, by a reference to the details already given of the mischievous habits they have



To discharge these vessels, making allowance for sickness, and occasional absence, it has been already stated, that at least 800 men must follow this laborious employment, of whom 600 may be classed among those who have been following pilfering practices, exclusive of those who discharge the Lighters.

A general opinion prevails, that the Coal-heavers are extremely numerous, from the immense labour which they perform in the course of a year. It is however, by no means the case; and even a considerable proportion of those who are employed, are Soldiers in the Guards.

#### VI. JOURNEYMEN COOPERS EMPLOYED IN THE DISCHARGE OF SHIPS AND VESSELS IN THE RIVER THAMES.

SUPPOSING 200 Ships of all descriptions, under discharge at one time in the Port of London, and each, from the particular nature of the Cargo, to require two Journeymen Coopers, it would follow that 400 of this Class are employed, with certain interruptions, in Ships and Vessels in the River Thames. Enough has been stated (in Chapter II. Div. V. p. 65.) to shew the disposition they have manifested, not only to commit acts of Pillage themselves, but to be instrumental in affording facilities to others. Many circumstances warrant a conclusion, that at least 300 of this Class may be considered as Delinquents.

When

When the Journeymen Coopers were sent on board of the West-India Ships in 1798, which were under the control of the Marine Police, where no Plunder could be obtained, on account of the sworn Constables placed on board, the greatest clamour ensued, and they insisted on an advance of Wages.

VII. WATERMEN FLYING BETWEEN LONDON BRIDGE AND GREENWICH, WHO ARE ATTACHED TO OUTWARD AND HOMEWARD-BOUND SHIPS IN THE RIVER THAMES.

It has been generally supposed, that about 600 Watermen are either attached to particular Ships lading or discharging in the River Thames, or are occasionally employed in conveying provisions and

# VIII. JOURNEYMEN LIGHTERMEN EMPLOYED IN CONVEYING GOODS AND MERCHANDISE TO AND FROM SHIPS LADING AND DISCHARGING IN THE RIVER THAMES.

THIS Class has been already pretty fully treated on (in Chap. II. Div. IX, p. 70.) They belong to the Society of Watermen. Their hostility to the security of Commercial Property has been already explained;—their numbers are to be ascertained by having recourse to the Lighters, which they navigate in various branches of Trade. It has been shewn that the following Craft are employed in the Trade of the River, exclusive of Coal Barges, namely—

402 Lighters	{	Employed in lading and discharging Ships and Vessels outward- bound and homeward-bound, including the West-India Trade.
388 Punts		
<hr/> 790		
400 Barges in the Deal and Timber Trade.		
<hr/> 1190 . . Total;		

which may be supposed, making allowance for absence and sickness, to give permanent and occasional employment to about One Thousand Five Hundred Journeymen Lightermen and their Apprentices. Their Employers, the Master Lightermen, are generally persons of much respectability, who sensibly feel the injuries and inconveniences to the Public and to themselves, which result from the  
loose

loose conduct and profligacy of not a few of their Journeymen; five Hundred of whom are supposed to compose a part of the Criminal Confederacy upon the River, and to require the watchful eye of the Police. Before this new System existed, it was not unusual for this Class to remain in their Lighters alongside of West-India Ships so long as Pilfering went on: wherever nothing is to be procured, from the circumstance of the protection of the Police being extended to particular Ships, they are now in the habit of leaving their Craft to be laden by the Lumpers, and seldom return till called upon to convey them to the Quays.

#### IX. MUD-LARKS.

To these may be added another Class of men, who follow the profession of Catching Rats on board of Ships ; whose conduct also requires a narrow inspection ; and as to whom see Chap. II. Div. VIII. p. 69.

**X. WATCHMEN IN SHIPS AND LIGHTERS, AND  
UPON THE QUAYS AND WHARFS IN THE PORT  
OF LONDON.**

AMONG this Class there is a mixture of honest and criminal Characters ; and also not a few who, without being impure themselves, from carelessness and timidity, or from considering themselves as under the direction and control of Mates, and persons having the immediate charge of Craft, suffer Depredations to be committed, and even assist in removing the spoil when required so to do, by those whom they look up to as their Superiors. Nothing can be upon a worse footing than the System of watching Commercial Property in the Port of London. In most instances it resolves itself into a mere mockery of Security, while the expence incurred by the Trade at large is enormous. The System is radically wrong, and from this source have originated many of the evils which have been detailed and explained in this Work. It frequently happens from an ill-judged parsimony, that only a single Watchman is employed to guard a valuable Cargo in the *Ship*, and in the *Lighters* ; and this feeble and ineffectual guard is trusted, without any relief, sometimes, for three or  
four

four weeks together; and thus the Ship is allowed to be without protection, while this ineffectual guard is slumbering, for want of rest, in the Lighters. *The mere annual interest* of the Property lost by this mistaken economy, would be more than sufficient to support a regular and systematic Guard, controled and instructed by the Police, under whose guardianship, vigilance would be ensured, and collusive and fraudulent practices prevented.

On a supposition that the Watchmen employed in the Ships, and in the numerous Lighters and Craft on the River, laden with valuable Property, together with those that are employed as Guards upon the Quays and Wharfs, on both sides of the River, from Westminster Bridge to Deptford, may amount to 1000; it is much to be feared that 300 at least, are

# **RIVER POLICE.**

**187**

Brought over . . . . . 50,253

*To which add*

2,196 Coal Craft, having Cargoes in a year, estimated at . . . . . 47,788

Total number of Cargoes, requiring to be watched, exclusive of the Coasting and River Trade, and the Property exposed on the Quays, &c. . . . . 98,041

\*.\* Total estimated value of the whole Property, more or less exposed in the course of a year in Ships, Vessels and Craft, and upon the Quays, Wharfs, and Landing Places (f) . . . . £.60,597,989  
Sterling.

## **XI. LABOURERS ON THE QUAYS AND WHARFS, &c. IN THE PORT OF LONDON, GENERALLY DENOMINATED SCUFFLE-HUNTERS.**

THE general pursuits, and the universal Profligacy of this Class of Labourers, who may be considered as the Scum of Society, have already been explained (in Chap. II. Div. X. p. 75.)—Their number varies according to the opportunities which are presented, for affording the most productive harvest in the scramble for Plunder. This, however, to use their own language, is generally found at the *Water Side*, to which they resort, in crowds, in the throng Seasons, and obtain occasional employment through a want of a better Class of Labourers.—*Perhaps they may amount to about 500 in all.*

(f) See Table, page 22.

## **XII. LA-**

**XII. LABOURERS IN THE DIFFERENT WAREHOUSES  
IN WHICH COMMERCIAL PROPERTY IS DEPOSITED  
IN THE PORT OF LONDON.—(See Chap. II. p. 76.)**

As it has been shewn that the value of the *foreign Merchandise alone*, imported into the River Thames, amounts to £.25,157,421 *Sterling* in the course of a year; and as it appears probable, that this immense Property cannot be contained in less than *One Million of Casks and other Packages*; the Warehouses necessary to contain these Goods must not only be very extensive, but the Labourers who are required to deposit, and afterwards to remove such a mass of valuable Goods, either for Exportation or home consumption, must be pretty numerous in all



HAVING thus taken a general View of the different Classes, who, in the course of their various employments in Ships, Vessels and Craft, and on the Quays and Wharfs, and in the Warehouses in the Port of London, are, more or less, the objects of attention on the part of the Police, from the discoveries which have been made of the turplitude of their conduct ; it now remains to form some estimate of the number of those more atrocious Offenders, who seek not for the cover of employment in committing their Depredations on Commercial Property :—at the head of this Class stand—

### XIII. RIVER PIRATES.

THE detail of the evil practices of this abandoned race of men, which is given in the Second Chapter, (Division II. p. 50.) supersedes the necessity of further observation as to the nature or extent of their Iniquities. Whatever a return of Peace may produce, their numbers have certainly diminished, as has been already noticed, since the commencement of the War ; and, probably, could not be estimated at more than *One Hundred*; *when the Marine Police was established.*

### XIV. NIGHT PLUNDERERS.

THIS Class comprising not a few of the Watermen, Coopers and Lumpers, who have been already enumerated, it may probably be nearest the truth  
to

to estimate them at not more than *Two Hundred*, previous to the establishment of the *Marine Police*. Their illegal practices are elucidated and explained in Chapter II. (Division III. p. 52, &c.)

#### XV. LIGHT HORSEMEN.

THESE have been explained in the *Second Chapter*, (Division III. p. 58.) to be men acting in concert with the *Raizers, Mates and Revenue Officers*, on board Ships in the Night, and in consequence of previous preparations, removing Commercial articles (particularly West-India Commodities,) to a great amount. The mischief they did was of course extensive; but their transactions having been the result of a preconcerted plan, and requiring great

Commercial Property, it is impossible not to be struck with the examples which are here exhibited of the power of avarice over the human mind, in drawing, in several instances, men of Property from the line of rectitude, which their situation in Society renders it their interest to pursue ;—in plunging them into an abyss of Turpitude and Crimes, and subjecting them to those penal hazards, from which a purer conduct might exempt them, with perhaps an equal chance of accumulating wealth through the medium of honest industry. Yet such is the passion for becoming suddenly rich, and for acquiring the means of indulging in luxury and extravagance, that it is to be lamented among the various Criminal Devices to which men resort to gratify avaricious desires ; the purchase of Stolen Property is one, which not only spreads broad and wide in this great Metropolis, but also attaches to Individuals, who, moderating their views, might pass through life with credit and reputation, without resorting to such Criminal Subterfuges.

The discoveries which have been made, not only of the systematic Trade of receiving and purchasing, at very reduced prices, Commercial Articles of great value ; but also of planning and assisting in the execution of designs, which have *Robbery* and *Plunder* for their object, convey to the mind a very melancholy picture of human nature. But when to this are added deliberate attempts to seduce men, having the trust of a valuable property, from the paths  
of

of honesty, by persuading them to commit felonies, and by holding out, not only those facilities which may assist them in eluding detection ; but also the wages of iniquity in a large, though an inadequate pecuniary reward, when opposed to the booty which is obtained. It is impossible to contemplate a species of turpitude thus aggravated and increased, without feeling a strong anxiety to see remedies applied to an evil of the greatest magnitude.

This mischievous horde of delinquents, who thus propagate and nourish criminal offences, may be divided into twelve different classes.

I. *Keepers of the more opulent class ; to whom the foregoing observations particularly apply. These availing themselves of the pecuniary resources they possess, give existence and vigour to depredation, upon*

couraged. They have accumulated wealth by purchasing Tea, Coffee, Hemp, Ashes, Deals, Timber, and many great articles of Commerce, at very reduced prices, which their credit in the Commercial World has enabled them to dispose of, without suspicion, at the full value.

*II. Receivers of an inferior Class*, who are in connection with small Grocers, and venders of Smuggled Goods, through whose medium the Lumpers have been accustomed to dispose of the Plunder they obtained, and which was afterwards conveyed by false Bills of Parcels to the Houses and Shops of the Purchasers, whose dealings amounted to a large sum in the course of a year.

*III. Receivers, in connection with Revenue Officers*, who are denominated *Copemen*, and who contribute, in no inconsiderable degree, to the Pillage which has taken place in outward and homeward-bound Ships, by the assistance they afford in finding means to convey the articles on shore, and afterwards in disposing of them.

*IV. Receivers who keep Shops* for the Purchase and sale of Old Iron and Old Stores, Hand Stuff, Junk and Rags, who deal with the Stealers of Cordage, Metals, and other articles, which they are ever ready to purchase, at an under price, without asking questions, and not seldom to cover the unlawful possession of King's Cordage, by certificates of similar Stores, purchased at the Sale of unserviceable articles at the Dock-yards.

V. *Receivers who keep small Grocers' Shops, and Chandlers' Shops for Corn, and other articles.*—These encourage Labourers, and others, who work on Ship-board and in Warehouses, to pilfer Sugar, Rum, Coffee, Pimento, Ginger, Dutch Cheeses, Corn, and various other articles which are instantly purchased, under circumstances which denote a perfect knowledge of the articles being Stolen.

VI. *Publicans who are in the habit of giving credit to Drunken, and other Aquatic Labourers, not only in payment whatever they can steal and pilfer from Ships and Vessels in the River Thames, and from the Wharfs and Warehouses adjacent thereto, but permitting their houses to be a general rendezvous for Journeymen Coopers, who commit great Pilage in the Vine Houses, under the pre-*

men on board the Ships and Vessels in the River Thames.—These, after plundering the thoughtless men of their wages, by the most infamous means, encourage them to pilfer and steal whatever can be obtained; in the sale of which they are generally cheated of three-fourths of the value. This ill-got wealth is speedily dissipated in riot and debauchery, and the Depredations renewed, subject to a repetition of the same frauds and impositions.

IX. *Covetous Receivers*, whose attention is directed to good Bargains, and who are in the habit of purchasing Smuggled Goods and cheap articles without asking questions.

X. *Careless Receivers*, who without meditating any evil design, purchase, indiscriminately, whatever they can obtain cheap, under the idea that it is the private adventure of Sea-faring men, or their connections. For this species of traffic, there are multitudes of open doors in every Street in the vicinity of the River on both sides, from London Bridge to Blackwall and Greenwich.

XI. *Receivers of his Majesty's Naval and Victualing Stores*, residing at the Towns and Villages from Deptford to Leigh and Sheerness, on both sides of the River Thames, and on the River Medway, and from thence to Chatham. These afford infinite facilities to persons who navigate Hoys, and other Vessels in the service of Government, in the purchase of whatever can be abstracted from their Cargoes, Stores or Materials; and who are also in the habit of purchasing

chasing from the *Mates and Crews of Trading Vessels* whatever they bring for Sale without asking questions. They are discovered to be a very mischievous class of men, and require to be narrowly watched.

XII. *Jew Receivers*, and others who keep *single-horse Carts*, and collect old Iron, Copper Bolts, Nails, and different Metals; also Junk, Cordage, and Ships' Stores, &c. at the Dock-yards of Deptford, Woolwich, Sheerness, and Chatham, by holding out encouragement to those who have opportunities to pilfer and steal, by the purchase of such articles at an underprice. These single-horse Carts have greatly increased of late years, and the facilities they afford in the immediate conveyance of King's Stores to places of concealment, together with the lures they hold out to Labourers and others to pilfer and steal, have



With the assistance therefore, of such information, as experience and investigation have furnished, the following general view of the probable numbers of those noxious Members of Society, in their different Classes, is offered to the consideration of the Reader :—

1st. Opulent Receivers who trade on a large Scale	20
2d. Inferior Receivers who deal with Lumpers, &c.	25
3d. Copemen in connection with Revenue Officers	20
4th. Dealers in Old Iron, and Old Ships' Stores, &c.	55
5th. Small Grocers and Chandlers . . . . .	55
6th. Publicans . . . . .	35
7th. Twine and Rope Spinners . . . . .	20
8th. Female Receivers . . . . .	50
9th. Covetous Receivers . . . . .	60
10th. Careless Receivers . . . . .	150
11th. Receivers on the Banks of the Thames, and Medway below Deptford . . . . .	40
12th. Jew Receivers and others who travel with Carts .	20
Total . . . . .	560

It now becomes necessary, after the foregoing delineation of a very melancholy picture of the component parts of this great machine of Turpitude, which has so long been moved with impunity; and which has proved so hostile to the rights of innocence, and to the best interests of Commerce and Navigation, to exhibit the whole in a collected point of view by the following.

#### RECAPITULATION.

## RECAPITULATION.

	Total Number.		Dollars.
1st. Mates of Ships and Vessels	3,444	—	500
2d. Inferior Officers and Crews	24,000	—	4,000
3d. Revenue Officers, &c. . . . .	1,400	—	700
4th. Lumpers . . . . .	1,400	—	2,200
5th. Coal-heavers . . . . .	800	—	600
6th. Coopers . . . . .	400	—	300
7th. Watermen . . . . .	900	—	500
8th. Lightermen . . . . .	1,500	—	500
9th. Night Watchmen . . . . .	1,000	—	300
10th. Scuffle-Hunters . . . . .	500	—	500
11th. Labourers in Warehouses	1,000	—	500
	<hr/>		<hr/>
	36,344		9,600
	<hr/>		

against the property of the innocent part of the Community, before measures of opposition are attempted.

In organizing therefore, the System of THE MARINE POLICE, the strength and situation of the enemy in all the various detachments and subdivisions which formed the general army of Delinquents, have been fully appreciated, and the establishment was by degrees adapted, as far as *limited funds* and *deficient laws* would admit, to the object of eradicating the mischief by an *ultimate conquest*, on the principles of prevention, rather than severity; and with this particular view, it at length assumed the form which is now to be explained.

I. *A Judicial Department*, where Magistrates preside for *the sole purpose* of taking cognizance of offences committed in Ships, Vessels or Craft, in the River Thames, or in the vicinity thereof, by the stealing of any part of the *Tackle, Apparel, Stores, or Cargoes*;—of making Adjudications and Convictions, in cases of Misdemeanors;—and of committing for trial for higher offences.

To this Department is attached a superintending resident Magistrate, two Judicial Clerks, a Chief Constable, and seven Petty Constables. Any Police Magistrate, or any other Justice of the County of Middlesex, may assist the Magistrates in their judicial Functions.

II. A MARINE POLICE, or *Preventive Department*, under the particular direction of the Superintending and Resident Magistrate, to which the following Officers are attached:—

- 1st. 1 Chief Clerk and Cashier, for general purposes.
- 2d. 1 Head Surveyor and Superintendent of Ship Constables.
- 3d. 4 Port Surveyors, for visiting Ships, &c.
- 4th. 5 Perambulating Surveyors, for River duty.
- 5th. 18 Watermen attached to these Surveyors.
- 6th. 1 Surveyor of the Quays.
- 7th. 2 Assistant Surveyors.
- 8th. 30 Quay Guards under their Superintendence.

III. *A Department for employing Lumpers for the purpose of discharging Ships, as a further means of preventing Plunder.*—Also under the particular control of the superintending and resident Magistrate, to which the following Officers are attached:

- 1st. 1 Superintendant of Lumpers.
- 2d. 1 Collecting Clerk.
- 3d. 1 Assistant Clerk in the Office for Lumpers.
- 4th. 80 Master Lumpers, sworn and instructed.
- 5th. 820 Working Lumpers, controlled by the Police, and more or less employed as  
— occasion requires : (average number.)

Total about 900

The plan upon which the Lumping System is conducted, is detailed in the Minutes of the West-India Committee in the Appendix V. and the Rules explanatory of the expence, in Appendix IV.

IV. *A General Department for the Accounts and other purposes*—Under the direction of the Magistrates.

- 1st. A Cashier, collecting Clerk and other Clerks, already mentioned.
- 2d. A Solicitor under the direction of the Commercial body, so far as relates to the prosecution of Offenders.
- 3d. A House-keeper and Office-keeper.
- 4th. A House-watchman.

The total number of persons composing the whole Establishment, who are remunerated for their services

vices from Funds issued by Government, and from Contributions by the West-India Planters and Merchants, may be arranged according to the following

### RECAPITULATION.

#### 1st. The Judicial Department.

Superintending Magistrate—No Remuneration.

Resident Magistrate . . . 1 *Salaries.*

Judicial Clerks . . . 2

Constables . . . . 8

— 11 . £.980 0 0

#### 2d. The Marine Police Department.

Capt Clerk and Cashier 1

Surveyors on the River 9

House Surveyor . . . 1

Watermen . . . . 18

— 29 . 1700 0 0

Quay Surveyors . . . 3

# RIVER POLICE.

263

	Brought over	. 4,100 0 0
House, Taxes, Law Charges, Stationary, Coals,	}	900 0 0
Candles, Boat expences, premiums for Ser-		
vices, and contingent Charges, &c. &c.		
Total expence on the present Scale	.	£.5,000 0 0

The number of persons who are remunerated for their labour and services by Ship-Owners, have been already stated, to include the Ship-Constables and the Lumpers, *viz.*

1st. 220 Ship Constables paid as Watchmen only, when employed.

2d. 900 Lumpers who receive the usual Wages, when called to perform the labour of the discharge.

Total . 1120

As this, however, is no new expence, it is unnecessary, and even impossible to state the annual amount, as it varies according to the Calls which are made upon the Institution for this additional means of security ; to promote which, it certainly operates very powerfully ; and it is only to be lamented, that those whose duty it is to avail themselves of this singular advantage, in favour of the Freighters and Proprietors of Cargoes, are so backward in their applications, since no expence is thereby incurred which they did not, or ought not, to have disbursed for Watchmen and Lumpers previous to the establishment of the Marine Police. (g)

(g) See Appendix III. IV. V.

RECAPITULATION

# RECAPITULATION

*Of the whole Civil Force of the Marine Police, permanent and occasional as now systematized.*

Permanent Establishment.	{	1st. Judicial Department . . . .	11	
		2d. Marine Police Department . .	62	
		3d. Department for Lumpers . . .	3	
		4th. General Department . . . .	4	
				— 80
Occasional Establishment, for Protection and Labour.	{	Ship Constables, sworn and in-		
		structed . . . . .	220	
		Master Lumpers, sworn and in-		
		structed . . . . .	80	
		Working Lumpers under the		
		control of the Police . . . .	820	
				— 1120
Total . . . .			1200	

Such is the Civil force (*permanent and occasional*) which has been opposed to the phalanx of Delinquents, who have assumed so formidable an aspect, as appears from the detail of the whole of their proceedings which has been brought under the review of the Reader in this Chapter.

Previous to the adoption of this plan, the River Thames was without a single Police Guard-boat, and no antidote existed against the dangers to be apprehended from *River Pirates, Night Plunderers*, or general conflagration arising from the diabolical designs of *incendiaries*.

The various classes of offenders had reigned long undisturbed



undisturbed ; their plans of Depredation had been completely systematized, as has been already shown ; and they had become exceedingly bold and audacious.

In attempting therefore, to resist such a numerous and powerful confederacy, it became indispensably necessary to understand their various modes of proceeding, and to adapt the system of prevention to the peculiar circumstances of the case.

The object in view was to eradicate the mischief so far as related to West-India Property, more by measures of prudence, and precautions of a preventive nature than by force, violence and severity.—The task was arduous—But as *resolution and attention* were to be opposed to long habits of *torpidity*, the difficulties were to be overcome by establishing an accurate system, and by following it up with vigour and perseverance.

The first step therefore, was to discipline and instruct the subordinate Officers in all their respective departments, and to impress upon their minds the nature and importance of the duty assigned them.

With this immediate view, instructions were drawn up for the *House Constables*—*Ship Surveyors* and *Perambulatory Surveyors* and their *Watermen*, on the *River*,—for the *Superintendent of Lampers*, the *Master Lampers*, and *Ship Constables* : and likewise for the *Surveyors upon the Quays*, and the *Guards under their direction* ; together with a solemn oath of Office, applicable to the situation and functions of each

each class of Officers, &c.) In a charge which was also given by the commanding Magistrate, the peculiar duties of each class was explained, with the strictest injunctions to conduct themselves with purity, integrity, prudence and discretion,—warning them of the vengeance with which their conduct would be visited, and the infamy and disgrace which would unquestionably follow any departure from the line of rectitude they had solemnly sworn to pursue, in case of detection, which from the system of Checks which was established, was rendered unavoidable.

The delivery of the first, and all subsequent Ships which have been placed under the care of the Institution, commenced by pasting or nailing upon the Main-mast, a printed paper in large characters, en-

instructing, and bringing into a state of discipline such a number of Officers, was excessive. For although the appointments were chiefly made on the recommendations of the West-India Merchants and Ship-Owners, yet it was not to be expected where the applications were so numerous, that all who were employed could be correct characters. This important deficiency was therefore to be made up by discipline, instruction, and superintendence. It was necessary, not only to teach every man his duty ; but to establish those checks which would secure the performance of it. It was a new experiment to overawe delinquents, by convincing them that in the system which was established, there existed a sufficient portion both of vigilance to detect, and of *strength* and *resolution* to seize every person detected in, or charged with the commission of crimes, and to convey them instantly before the Magistrate, whose powers are well-known to every culprit.

From the constant perambulation of the Police Boats, both by night and by day, with power to seize and apprehend delinquents conveying stolen Property ; they speedily began to see their danger. The strength opposed to them was systematic and regular. Firmness and perseverance were the leading characteristics of the design. No relaxation of discipline could be dispensed with. The duty assigned each individual, must be carefully and punctually performed. Means existed of immediately discovering every act of inattention or neglect. The first was noticed by

by a severe reprimand and admonition. The latter by an instantaneous dismissal. It was laid down as a fixed principle, that immediate access to the Magistrates might be had wherever an occasion required, by the lowest Officer on the establishment. When a complaint was to be heard, a grievance redressed, or information to be given, the party, without the mediation of any one, had full liberty of applying to the Magistrates who heard the whole circumstance, and such orders were made as the nature of the case required.

Hence has this new Establishment afforded an undeniable instance, to exemplify the wonderful effect of Police Institution properly systematized.

The powers which the Officers were known to possess; the control under which they acted, and their immediate connection with Magistrates, who

## CHAP. V.

*The immediate effects of the River Police Institution; in the protection afforded to West-India Property— Exemplified by a comparison of the Old and New System, in delivering the Cargoes of Ships and Vessels with Sugar, Rum, and other Colonial Articles. —The unaccountable conduct of a certain portion of the Ship Owners noticed:—Animadversions thereon. —The injuries which Property sustained, by the disposition shewn to deny every countenance to the New Police System:—The success of the design evinced, by its surmounting all difficulties:—Its utility proved by the honourable testimony of 51 reputable Ship-Masters in the West-India Trade: By the public approbation of the Wharfingers: By the Resolution of the West-India Committee; and the public testimony of the Body of Planters:— A Statement of additional proofs of the benefits which have resulted from the Institution, by the general effect it has produced in over-awing and restraining the commission of acts of Delinquency, by those Classes of Aquatic Labourers who were formerly the chief Agents in facilitating the conveyance of Plunder; and by the Criminal Purchasers in the vicinity of the River:— The utility of the Institution also proved, by the diminution of the Custom-house Sales:— By the Punishment of about 200 Offenders, and by the*

P

general

*general vigilance of the System, by which in the course of the first Season, the Saving to the Individuals and the Revenue is estimated at 150,000*l*.*

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As in Military Warfare an enemy is intimidated by the power, strength, and superior position of the opposing army, so in the arrangements which are formed for the conquest of Delinquency, are impressions excited in proportion to the apparent energy of the design, and the features of vigilance, which it exhibits wherever danger is to be apprehended.

The various and extended ramifications of a Sys-

the power of the Law, when exercised under the influence of a well-regulated Police, and appeared resigned to the alternative of abandoning their evil pursuits. The result was, that the River Thames, from being crowded with Boats of all descriptions, during the discharge of the West-India Fleets, became unusually still and quiet.

The great engine of the Preventive System was put immediately in a state of activity by the delivery of West-India Ships, (whenever applications were made,) through the medium of sworn *Foremen* properly instructed, and Registered Lumpers, with the addition of Ship Constables for the protection of the Cargo, both in the Ships and in the Lighters. The effect of this cannot be better explained than by exhibiting the following comparative View, between the System that prevailed under the old regimen, and that which was adopted by the River Police.

*The Practice explained under  
the Old System.*

**I. LUMPERS.**

Notwithstanding many excellent regulations which have been made by the West-India Merchants, and various expedients which have been tried within the last forty years, for the purpose of improving the System of working out West-India Cargoes,

*The Practice explained under  
the Marine Police System.*

**I. LUMPERS.**

Although it was no part of the original Plan of the Marine Police Establishment to undertake to find labourers to unload the cargoes of West-India Ships, yet with a view to a radical cure of a very enormous evil, it was afterwards determined to attach

*Old System.*      (*Lumpers.*)      *New System.*      . .

Cargoes, so as to prevent the enormous pillage and plunder which took place, these cargoes, with some few exceptions, have continued to be discharged under contract, by a class of men called Master Lumpers, consisting of publicans and persons of very doubtful characters, who, with the exception of five or six, are known to have betrayed their trust in the most shameful manner, and to have connived at the most excessive plunder, leaving their gangs, who were generally composed of the most desperate and suspicious characters, in many instances, to reimburse themselves from the plunder they ob-

tain to the Institution a department for registering Lumpers, not only with a view to obtain, by degrees, a class of men that were more select, and to be able to exclude suspicious characters, but also that in working out the ships, these Lumpers might be more immediately under the control of the Police Establishment. Accordingly, about eighty individuals, capable of acting as Foremen, and about eight hundred of these class of men who are accustomed to unload West-India Cargoes, were put upon the Register of the Office, and gangs were assigned to a party of the Ship-



*Old System.**( Lumpers )**New System.*

Cargo to a very great extent, in proof of which the most incontestable evidence has been adduced, confirmed by a multitude of witnesses who have been examined at different times upon oath, and who developed a scene of systematic robbery and depredation to an extent almost beyond credibility ; each Lumper carrying on shore two or three times a day, large quantities of Sugar, Coffee, Pimento, Ginger, and every other portable article, and this, independent of excessive plunder which took place in several ships during the night, in consequence of contracts made by the Mates and Revenue Officers, with certain Receivers, who sent a class of men, called Light-horsemen, who were permitted, for a certain sum of money, to plunder the hold, and who have been known, by means of black bags, called *black strap*, and made for the purpose, (holding each about 100lb. of Sugar) to have carried off to the extent of two or three tons of Sugar each night, for a length of time, during the discharge, besides large quantities of Rum in bladders, as well as Coffee and other articles. While, on such occasions,

which they visited regularly while under discharge, twice in the day, and once during the night. They inspected the work going forward in the hold and upon deck, and gave such orders and directions for the purpose of promoting economy and dispatch, and of preventing plunder, as their professional and nautical knowledge suggested, and they reported their proceedings every day to the Magistrates, at the Marine Police Office.

The effect of this system has been wonderful, and the saving to the Planters, Merchants, Ship-Owners, and the Revenue, must have been immense.

No plunder whatsoever could possibly be obtained under the system of vigilance which took place. The men were not permitted to go on shore during the day, by which a great inroad to pillage was prevented. The Watermen's Boats which were accustomed to hang upon the bows and quarters of West-India Ships under discharge on all former occasions, for the purpose of conveying plunder under the Old System, and the grapplers and draggers for old ropes, called *Mudlarks*, who usually attended in

Class - m. (Lecture) New System.

2000, the same temperature. Copper was wound out the shape of a cylinder, inserted into a hole, and the whole was inserted into the frame of a cylinder of the type of plate.

in the night to assist in conveying plunder, were no longer to be seen.—In short, an effectual check has been given by the Police, wherever it attached, to the sickening depredations which hitherto prevailed.

11. C. 100%

[illegible]

## 11. CORRECTIONS

Under the Police System, the  
 Coopers, finding  
 it not profitable to carry on the  
 work of P. Page, which here-  
 tofore provided, not only de-  
 termined to leave wages of their  
 work, but it has been dis-  
 covered that where *they* or *far*

*Old System.*

*(Coopers.)*

*New System.*

predations, in many instances, must have gone to a great extent.

enormous plunder which took place through the medium of this class of men.

III. WATCHMEN.

Since the vast extent of the Pillage and Plunder in West-India ships has been admitted to exist, and that many of the Mates and Revenue-Officers,\* instead of being checks on this Plunder, have, in abundance of instances, been proved to promote it. It has been customary for Ship-Owners to employ Watchmen (composed, no doubt, of the best men they could select) to guard the cargoes against the enormous depredations to which they were subject; and as they were understood to be upon duty alternately day and night, they were generally allowed 4s. and 5s. per day: but it appears, although these men were employed, and although they were supposed to watch day and night, the plunder went on as before.

\* This is by no means meant to convey a reflection upon all Mates and Revenue Officers, some of whom have certainly conducted themselves with great integrity and propriety, and have proved themselves worthy, in all respects, of the trust reposed in them.

If

III. WATCHMEN.

The Ship Constables, under the Police System, are composed of men who have not only had the best recommendations, but who were preferred, upon a full investigation as to character, ability, and fitness to execute the trust reposed in them.

Each of these Police Watchmen are solemnly sworn to execute a certain duty, and to follow specific and clear instructions which are given them. They are moreover armed with the authority of the law; and duly qualified to seize and apprehend all delinquents, which is already proved to have had a wonderful effect in preventing depredations. They are regularly surveyed by superior officers, both by day and night, who inspect into their conduct, and report daily to the Magistrates how far they have conducted themselves properly, and in conformity to their instructions. And as they derive their authority from the Magistrates, and are accountable to them only

*Old System. (Watchmen.) New System.*

. If a Watchman happened to be an honest man, who would not connive at any depredation, being under the control of the Mate, he was sent to the Quays in the Lighters, that nothing might be communicated that was going forward. But even while on board, these watchmen being armed with no authority ; having no person to control them, or to inquire whether they were faithful or corrupt ; and being equally well paid, without any risque of dismissal, whether they acted properly or improperly ; they naturally yielded to the force of bad example : (and more

only for their conduct ; and so they know they will be severely watched and minutely examined how far they have performed the duty assigned them, they stand in a predicament different from all other Watchmen. They must be *correct, vigilant, and faithful*, in the discharge of the trust they have sworn to fulfil, or they not only lose their bread, but are rendered infamous, and are punished in case of any criminal connivance. No check, that can be devised, although strengthened by pecuniary penalties, or even by bond and surety, can equal that which attaches to a

**Old System. (Watchmen.) New System.**

the ship's inferior Officers, who must not be offended, lest the Mate should withhold a certificate of good behaviour, and thereby occasion a difficulty in receiving payment for attendance; and therefore it is evident, that only those Watchmen who act independently of inferior Officers, can secure the Cargoes of West-India ships from plunder. This is proved in a multitude of instances by the affidavits of old Watchmen, who have heretofore been employed, and who have assigned the most unanswerable reasons why they were unable to protect the property under their charge, or to prevent the excessive plunder which in many instances took place,

or to guard the Property in many instances from the excessive depredations which were committed upon it, for want of that authority which they now possess; and the assistance received from the precautions taken by the Marine Police, in causing a printed paper, entitled, "*Caution against Plunder*," to be nailed to the mast, warning all persons of their danger in case of detection. That being now armed with the authority of the law, and assisted by the countenance and protection of the Magistrates and Surveyors; and feeling moreover, that they act under the influence of a solemn oath to execute their duty with fidelity, they have found no difficulty in preventing depredations on the cargo.

**IV. WATCHMEN IN LIGHTERS AND ON THE QUAYS.**

Under the Old System, it was usual to send a Watchman to the Quay, with the first Lighter, to which he was constantly attached, for such length of time as the Craft remained under her cargo, (in some instances, perhaps, three or four weeks) to do *what was impossible for any man*

**IV. MARINE POLICE WATCHMEN IN THE LIGHTERS, AND ON THE QUAYS.**

Under the New Police system a very different arrangement takes place. Each Lighter is loaded under the immediate eye of the Police Officers, and the number of Casks and Packages is inserted in a printed Way-Bill, which is carried by the Officer

*Old System. (Watchmen.) New System.*

to perform to watch the property day and night until the Lighter was discharged. And here arose the excessive plunder which has ever since taken place both in the Lighters and upon the Quay, at the time when these Watchmen, if not parties to the plunder, were either aiding or abetting it, by high wages to get them to perform duty, none of them were out any other way, and they could not be removed, and by which it was not covered, whether to load their duty or not. The most common practices have been to load and

Officer who attends the Lighter, and delivered by him to the Marine Police Guards, who are in constant attendance upon the different Quays. The Marine Police Watchman, after taking a receipt for the cargo of the Lighter, returns immediately to his ship, and the Quay Guard takes the Craft under his charge.

This Guard is a distinct Establishment under the Marine Police. It consists of Thirty Sworn Officers and three Survivors, as checks upon their fidelity. These Guards are stationed upon all the different Quays and Lighters, and their distribu-

**Old System. (Watchmen.) New System.**

lage which must naturally be expected, from an exposure for such a length of time to men of the most depraved characters, both by night and by day, and who are constantly hunting about for this species of accessible plunder, as a means of subsistence : and hence arose the losses which Lightermen and Wharfingers have been occasionally compelled to make good to consignees, and which could not fail to increase, if the Marine Police Institution had not collaterally extended its protection to this class of men, as well as to Planters, Merchants, and Ship-Owners.

rior benefits of the plan now adopted, as the following voluntary testimony of a respectable Wharfinger :—His words are these, “ I am proud to say, I “ never saw the business of the “ Quays conducted with so much “ ease and comfort as it has been “ this Fleet ; I proposed doing “ myself the honour to wait on “ you, to acknowledge the utility of stationed Constables on “ each Wharf, who act with such “ good authority, in keeping “ off idlers and long-apron-men “ who seldom or ever work”.

This comparative view exhibits, in a small compass, the effect of the System, wherever its protection was permitted to extend to specific Ships, discharged under the control of the Institution.

Notwithstanding the benefits, derived by the Proprietors of West-India Cargoes, have been rendered so indisputably clear and self-evident ; and the Committee of Merchants, authorised to conduct the whole of the general affairs of the Trade, have so anxiously recommended it to Ship-owners and Ships’ Husbands, to place their Vessels in this Trade under the protection of the Police, without any new expence being incurred ; it is no less true than sin-

gular, that the Owners of, at least, one-third of the Ships, composing the Fleets which have arrived since the Institution was established, have not chosen to avail themselves of the advantages which it held out. Hence it has followed, that a certain proportion of the Freighters and Consignees have, in such instances, been deprived of that immediate protection which they had struggled, by their Committee, for so long a period to obtain; and their Property, for want of Police Constables, was not only exposed to pillage in the Ship, but unavoidably deprived of the chain of transit protection in the Lighters, and upon the Quays, which has been provided for the security of such cargoes as are placed under the cognizance of the Institution.

The System itself (as far as human Institutions



eager in pursuits of wealth that an evident benefit, with respect to the security of property, (often of great magnitude,) is sacrificed to save a certain trifling expence; and it is much to be lamented, that the proprietors of cargoes do not in general experience that attention and liberality from many Ship-Owners and Ship-Masters which they deserve.

Had the Marine Police Institution subjected Ship-Owners to any pecuniary expence for its support, there might have been some reason, (and even that too would have been of a slight nature,) for refusing to comply with the regulations of the West-India Merchants. But when it is shewn that no new expence whatsoever attaches to this class of men—That nothing was asked of them by their Freighters, the West-India Merchants, but to substitute Police Constables in lieu of the old Watchmen, which the usage of the Port had fixed as an expence on the Ship-Owners.—That the request thus made was not only with a view to the compliance with a moral obligation on the part of Ship-Owners to do their

“ It is with peculiar satisfaction that the Committee find them-  
 “ selves enabled to state that the expence of Lumping out a Ship  
 “ under the New System will probably not exceed the average  
 “ amount paid for Lumpers and Watchmen.—The whole of the  
 “ freight on the quantity of produce usually plundered, will there-  
 “ fore be a clear profit to the Ship; and estimating this Depreda-  
 “ tion at the very low rate of one-quarter of a cwt. Sugar per hogs-  
 “ head, it is obvious that the saving to Ship-Owners in the Port of  
 “ London only, will in one year, amount to £.10,000, on the  
 “ single article of Sugar imported, exclusive of other Merchan-  
 “ dise.”

utmost

intrigues of not a few of those whose improper conduct had rendered these Resolutions necessary. Ship-Masters were assailed immediately on their arrival, and the strongest prejudices were attempted to be excited against that Department (*r*) of the Institution, which had been planned and recommended by the Merchants themselves.

The object of these intrigues was to induce Ship-Owners and Ship-Masters to adhere to the Old System, partly from parsimonious views in being eased of the expence of Police Watchmen, and perhaps, in some instances, from motives of influence arising from certain facilities which the Police System did not hold out.

The Committee of the West-India Merchants, the following Resolution of a General Meeting, bearing date the 26th of June 1798, was very generally circulated among all Ship-Owners and Ships' Husbands, &c.

“ RESOLVED,

“ That it be recommended to all Owners and Husbands of Ships, and to their Agents, to have their Cargoes discharged at this Port, by means of Lumpers, under the Regulations of the Marine Police Office, No. 259, Wapping New Stairs: and that the Captains of all West-India Ships be instructed by the Owners, &c. to grant an order on the Ship's Husband or Agents, for the amount of the Dues for discharging their respective Cargoes: such order to be given to the Clerk, authorised by the Marine Police, to receive the said Dues, according to the Rates, which have been settled by this Meeting, and which will be produced by the Clerk of the said Marine Police Office.”

(*r*) The Department for working out Ships by sworn Foremen and registered Lumpers.

The result was, that in many cases where the recommendation of the West-India Merchants was disregarded, the Cargo became exposed to Pillage, to a certain extent, both in the Ships and in the Lighters, and also upon the Quays, inasmuch as the West-India Produce, in this situation, was unavoidably deprived, not only of the benefit of the nautical Surveyors, in superintending the discharge, and controlling the Ship Constables, but the Chain of Security, which had been devised by watching the Property in, and from the Ship to the Quays, and until it was deposited in the Warehouses, could only apply to Cargoes placed under the charge of the Institution.

Under these mortifying circumstances, which, in spite of the laudable exertions of the Merchants, operated so powerfully in defeating in part the great preventive System which had been devised, there was no alternative, but to double the exertions of the Police in detecting the Offences, which were thus generated; since no power existed to enforce the means of Prevention, which had operated so favourably in all instances where it applied.

Accordingly by the vigilance of the Police Surveyors upon the River, instances frequently occurred where Lumpers and others were detected with Sugars, Coffee, and other Articles, stolen from unprotected Ships, who, but for this circumstance, might have been kept honest; and it must be lamented by those of humane feelings, that the

want of the influence of the *Patronage System* given rise to some severe examples, which otherwise might not have taken place.

The object of the Institution is to render Punishment unnecessary, by making Confessions for the purpose of obtaining Plunder impossible.

However certain it is, that Crimes cannot, by any human contrivance, be entirely prevented, in order to demonstration, from the successful experiment which has been made, that it is practicable by opposite Regulations, correctly executed, to diminish crime in such a degree as to secure the Community, in a great measure, from their consequences.

Under all the embarrassments which have been detailed, and in spite of the hidden opposition and intrigues, which operated through the medium of those

out *in terrorem* to all Police Constables, who should presume to interfere with them, or offer them any insult in the fair execution of their duty. On the contrary, they were strictly enjoined to afford every assistance, and on all occasions to conduct themselves towards them with the utmost attention and civility, under pain of immediate dismissal.

But above all, the Commercial Body trading to the River Thames, is eminently indebted to the uniform countenance and protection afforded to this Institution, by his Majesty's Principal Secretary of State for the Home Department, (n) whose characteristic patriotism, stimulated by an ardent desire to do good, produced the most beneficial effects in the steady and uniform support, which he afforded as chief Magistrate of the Police; and the great attention he bestowed, (and still bestows,) in promoting whatever contributes to the efficacy, and general utility of this design.

Aided by the condescending influence of such high authority, and the consciousness of being engaged in a pursuit highly beneficial to the Community, those in the immediate direction felt encouraged to persevere under many accumulated difficulties, and the consequences were favourable in the highest degree to the cause of Public Morals, and the security of Commercial Property.

The eyes of many of the most respectable of the Ship-masters, were at length opened to the utility

(n) His Grace the Duke of Portland.



The Body of the Wharfingers, equally impressed with a sense of the advantages which they found to arise from the link, in the general chain of protection, which extended to the Quays, testified their highest approbation of the Establishment. (r)

Nor were the sentiments of the West-India Committee, who were more immediately interested in the benefits which arose from this Institution, less decided than those who preceded them. At a meeting held at the close of the season, when the Fleets had mostly arrived, and a clear estimate could be formed of the *effect of the System*, that respectable Body added their testimony, not only with respect

already proved to be useful, and from which greater advantages still may be expected, we have hereunto subscribed our names, and also the names of the Ships we respectively command, and likewise the date of our respective signatures.

(r) *Extract of a Letter from Edward Ogle, Esq. Chairman of the Body of Wharfingers, at a General Meeting: to the Magistrates of the Marine Police Office.—City Chambers, December 18, 1798.*

“ In compliance with your request, I have had the honour of  
 “ laying your Letter of the 21st *Ult.* containing certain queries  
 “ as to the effect of the Marine Police Establishment, before a  
 “ numerous meeting of the Wharfingers of the Legal Quays, held  
 “ at Batson’s Coffee-house, for that purpose: and I have the satis-  
 “ faction to inform you, that it was the unanimous opinion of the  
 “ meeting, that the establishment merited every encomium that  
 “ could be bestowed upon it, for the various and extended advan-  
 “ tages derived from it to the trade of the Port; and they  
 “ requested me further to inform you, that they feel themselves  
 “ bound in honour, whenever called upon, to bear<sup>n</sup> testimony  
 “ thereto.”

to

to the advantages derived by the <sup>11th</sup> ~~12th~~ <sup>13th</sup> ~~14th~~ <sup>15th</sup> ~~16th~~ <sup>17th</sup> ~~18th~~ <sup>19th</sup> in which they were interested, but also, by the Port of London in general; and likewise by the Public at large, in the benefits which resulted to his Majesty's Revenue. (s)

These documents, evincing the favourable opinion of the Public Bodies, who, from their peculiar situations, were best qualified to make comparisons between the state of morals among the labouring Class, and also the extent of the delinquency, as it applied to West-India Property, before and after the operations of the Marine Police, have been since confirmed by the body of West-India Planters; who, after a full investigation of the nature and effect of the remedies which had been applied, for the purpose of removing an evil, which had very long been felt as a serious



approbation, by a vote of thanks to the Author of the design. (1)

In addition to these proofs of the conviction of those immediately interested in the prevention of the Plunder of West-India Property, of the utility of the Marine Police System, may be added the general Testimony of those who have had access, to know precisely the nature of the Protection afforded to West-India Property, before and since the Establishment of this Institution.

In the Ships, during the delivery of their Cargoes, under the cognizance of the Police, none of those infamous transactions with Receivers have been suffered, whereby excessive Pillage took place in the night, by means of a previous understanding with

(1) *Extract from the Minutes of a General Meeting of the West-India Planters, held by Public Advertisement, at Wright's Coffee-house, St. John's Square, London, June 13, 1799.—The Right Hon. Lord Penrhyn in the Chair.*

RESOLVED,

That Lord Penrhyn be requested to communicate the thanks of this Meeting to Mr. Colquhoun, for the zeal, ability, and perseverance with which he has endeavoured to form an effectual check to the system of Depredation, which prevailed on the River Thames.

*Copy of a Note from the Right Hon. Lord Penrhyn to Patrick Colquhoun, Esq.*

Lord Penrhyn presents his compliments to Mr. Colquhoun, and has the honour of transmitting him the enclosed Resolution.

Lord Penrhyn feels a very particular satisfaction, in conveying the sentiments of the Meeting, and their approbation of Mr. Colquhoun's plan.

the

the Mates and Revenue Officers; while the Lumpers, Coopers, and all others on board, were effectually prevented by the terror which the System excited, and by the vigilance of the Officers, acting under control of the Surveyors, and the risque of detection by the House-Constables on shore.

The Watermen were no longer observed hanging about Ships during their discharge, nor were the *Mudlarks* to be seen, as formerly, surrounding them at low water. It now ceased to be an object with both, since nothing was to be procured.

Not a few of the Journeymen Lightermen, finding no advantage could be obtained by forming connections with persons on board of West-India Ships, for the purpose of receiving and concealing Plunder in the Fore-scuttle, seldom attended until called upon to remove their Craft to the Quays; and they were equally defeated in every attempt to renew their former practices by pillaging the goods in their passage to the Quays, as a Police Constable uniformly attended and remained in, until the goods were placed under the charge of the Quay Guard.

The *Scuffle-Hunters* and *Long-apron-Men* upon the Wharfs, were equally unsuccessful in their attempts to obtain Pillage after the goods were landed, by the vigilance of the Guards upon the different Quays; while the Labourers in the Warehouses received a severe check from the vigilant eye, which was kept upon the well-known Receivers, by the Land Constables, and the detection of Offenders, in  
1 the

the transit of the booty, and also by the Prosecutions and Punishments which afterwards followed.

As a further proof of the effect of the System, many of these Receivers have moved off: and the River is no longer infested by *Light-Horsemen* or Plunderers of West-India Ships during the night.

The Sales at the Customhouse, when compared with former years, demonstrated that the quantity of Sugar, Coffee, and other West-India Commodities, seized from Plunderers of every description upon the River, from being extensive, in former years, was greatly reduced during the period of the operation of the Preventive System: (u) and had it fortunately extended to all the Ships that arrived, little doubt can be entertained of the Depredations on West-India Property being almost completely eradicated.

	<i>Sugar.</i>	<i>Coffee.</i>
(u) Customhouse Sales for the year, previous to the Establishment of the Marine Police - - - - -	lb.	lb.
	28,446	13,577
Sales for the year, after the Establishment of the Marine Police - - -	9,370	3,716
	<hr/>	<hr/>
Reduction of Seizures - -	19,076	9,861
	<hr/>	<hr/>

It is believed, that upon minute inquiry, it will turn out in point of fact, that little or no Sugar or Coffee was seized, in the possession of Thieves, during the year ending in March 1799, and that the Sales were chiefly composed of private adventures seized in the Ships, and not of Plunder as on former occasions.

The

The Conductors of this design *feeling strongly*, however, the dangers which might arise from the want of that direct and immediate Protection of which the Proprietors of the Cargoes, who were to be the Sufferers, were in most instances ignorant, employed every means that could be devised for the purpose of watching these unprotected Ships, with a view to the detection of Plunderers during the night, and of searching the chief part of the Lumpers, on leaving the unprotected Ships where they were employed as Labourers: and it is believed the chief part was detected, since nearly two hundred were either imprisoned or fined for small Offences, while fourteen have been put upon their Trial for higher Crimes, of which number, it is to be lamented, that it became necessary to make some

March 1799, (x) does not amount to *One-fiftieth part of the loss that was sustained in former years*, and that the Saving to the Proprietors must of course have considerably exceeded *One Hundred Thousand Pounds a year in Sugar, Coffee, Cotton, Cocoa, Pimento, Ginger, and other articles, while the Revenue must have gained also a very large Sum.*

(x) Importation of Sugar and Rum, from the West-India Islands, &c. to the Port of London, from the 3d of July 1798 to the 25th of March 1799 :

	<i>Ships.</i>	<i>Casks-Sugar.</i>	<i>Cysks-Rum.</i>
Jamaica	164	72,208	17,959
Antigua	14	5,258	715
St. Kitts	14	6,137	755
Barbadoes	17	7,961	65
Granada	18	6,806	443
Montserrat	6	2,742	568
Nevis	4	1,867	418
Dominica	14	4,152	400
St. Vincents	26	10,147	908
Tortola	3	789	109
Bermuda	1	171	0
Sundry Places	108	33,358	2,271
	<hr/>	<hr/>	<hr/>
Total	389	151,576	24,511
	<hr/>	<hr/>	<hr/>

## CHAP. VI.

*The Effects produced by the collateral Influence of the  
 Foreign System on gunpowder, in a certain degree, other  
 British Trade, the East-India Trade, the Trade of the West-Indies  
 in a Degree, particularly the Tackle, Appa-  
 ratus, and Stores, of all Ships and Vessels in the  
 Kingdom.—The Utility of the Design to the East-  
 India Company.—To the American and Hamburg  
 Merchants.—The public Testimony of Ship-  
 Builders.—The Trade.—The Canada Trade:—  
 The Russian Merchants:—The Importers of Tim-  
 ber and Gunpowder, Horses, Brandy, &c.—  
 And to the American and East-India Trade:—In the*

collateraly to all Branches of Trade and Navigation in the River Thames : and it was only because the Civil Force was insufficient, and that the System did not admit of arrangements, calculated to compass the general Protection of the Port, that some Depredations continued to be committed.

Limited however, as it has been, both with respect to pecuniary Resources, and a competent number of Boats and Assistants, to overawe and detect Offenders in every part of a wide-extended River, and still more so on the numerous Wharfs and Quays, from whence the Police Guards were withdrawn as soon as the West-India Cargoes, under their charge, were in a state of Security; certain it is, that the regular Perambulation of the Police Boats, in their daily and nightly Surveys of the River (few as their numbers comparatively were) produced a very important effect in preventing those Depredations of River Pirates, upon the Tackle, Apparel, and Stores, of unprotected Ships, to which they had on former occasions, been exposed ; and by which outrages considerable losses were sustained.

But these were not the only advantages which Ship and Craft Owners have received from the Establishment, and the operation of this Design, since it appears upon the Records of the Institution, that in Snow-Storms, and severe Weather, when Vessels drifted from their Moorings, and when only the Police Boats attempted to go upon the River, the nautical

tical skill and labour of the Surveyors and Boat-owners have been zealously excited in saving both Shipping and Craft, which would probably otherwise have been lost, (y) if such timely assistance had not been afforded.

To the Shipping and Craft in general, this Institution has afforded a security which cannot sufficiently be appreciated by those who have great Property at hazard in the River Thames, in times like the present, when the Crews cannot be kept on board, and when, besides the damages arising from tempestuous weather, a still greater calamity would one period to be apprehended from conflagrations contemplated by incendiaries, whose diabolical designs, it is to be hoped, have been frustrated by the vigilance of the Marine Police, and the terror which



a knowledge that the Police Boats were constantly upon the River.

To the *East-India Company*, although the system did not immediately extend its protection to their Ships, yet considerable benefit has been derived by the apprehension of Lumpers, with Tea, Pepper, and other Articles, and in exciting a greater degree of caution and vigilance on the part of the Revenue Officers, whose duty it was to prevent every species of Pillage and Depredation.

Nor have the Chairman and Directors of this great Company been backward in manifesting the sense they entertain of the utility of this new Establishment, since they have committed to its charge matters of considerable importance, on which both secrecy and confidence, in the proper execution of the trust, became indispensably necessary.

Among the various branches of trade carried on, to and from the Port of London, those of *America* and *Germany*,<sup>(2)</sup> (where the aggregate Imports and Exports amount to above Sixteen Millions a year) have not only felt, but acknowledged the advantages which have been derived from the Marine Police, even upon its present very limited scale,—as appears by the following testimonies :—

We the undersigned, *Masters of American Ships*, trading to the Port of London, do publicly declare, that until the establishment of the Marine Police, the Cargoes and Stores of our Ships, while delivering and taking in, were constantly subject

(2) See Table, p. 22.

the River, by the means of **Plunderers on the River** Thames, and by the means of a **River Police**, we have experienced the greatest difference as to the security of Property, and the safety of our person, by the vigilance of the Constables, and Officers of the Marine Police Force, who are constantly on duty, patrolling on the said River, and in consequence, we hereto subscribe our names, and the names of our respective commands.

*Agree'd to Sixteen Ship-Masters.*

We the undersigned *Masters of Hamburgh Ships and London Ships*, being truly sensible of the importance of the security of Property, on the River Thames, and of the vigilance of the **Guard Boats** and Officers of the Marine Police Institution, patrolling the River, and in consequence, consider it our duty voluntarily and jointly to declare, that whereas, formerly our **Cables**, **Hawse-ropes**, **Stays**, **Ships' Sides**, as well as the inward hold of our **Ships**, while delivering or tak-

Nor has the extensive Commerce in *Timber* and *Grain* been less benefited, by the collateral checks to the pillage to which these branches have been exposed. The detections and the punishments which have taken place, operated powerfully in diminishing the great losses which were annually sustained.

In the importation of *Fruits, Wines, Dye Stuffs, Brandies, Gin, and other Liquors*, considerable benefits have been derived from the security which the Police established, in overawing Delinquents, who turned their attention to this species of plunder; and particularly those, who, by means of Jiggers, Tin Tubes, Skins, and Bladders with nozles, were accustomed to draw off and purloin large quantities of Liquors.

The *Coasting Trade* has also shared in the general advantages which have arisen by the dissolution of these numerous Criminal Confederacies, whose depredations extended to this, as well as all other Commercial Property.

But the *Coal Trade*, in particular, has obtained advantages which only require to be understood, in order to demonstrate that the benefits extend not only to original Owners and Coal Merchants, but also to every consumer of this species of Fuel, whose supplies depend on the importation into the River Thames. The important reform of the excessive abuses which prevailed in this Trade, is rendered manifest by a candid and fair comparison of the state it was in, before and since the existence of the Po-

the same. The prevention of the excessive Pillage on the Coasters, and the consequent abolition of public Markets, for the sale of plundered Coals, and the relief given to the daily and nightly depredations which were committed in the Coal Barges, will best be explained by the following public testimony.

*At a general Meeting of the Owners and Factors of Coals, in the City of London, on the 11th Day, at the Gun Tavern, in the City of London, on the 11th Day, 1790.*

It was resolved, that in the opinion of this Meeting, that the Pilage on Coals, in the River Thames, has been considerably prevented by the exertions of the Marine Police Office, which exertions, such as they will be continued in future. It is therefore recommended, that a copy of the above resolution shall be sent to the Office, signed by the Chairman.

committed on *outward-bound Cargoes*, have arisen in part, or at least have considerably increased, in consequence of the numerous gangs of thieves being cut off from the other resources of pillage, which they formerly possessed in so eminent a degree, and almost without check or control ; but it is known from recent evidence, that offences of this nature have long existed, and been carried on to a great extent ; and that the detection and discovery of this species of plunder is, in a peculiar manner, to be attributed to the general influence of the system of River Police.

It is not however unlikely, that certain classes of Delinquents, who had been long accustomed to profit by the privilege they assumed of plundering homeward-bound Cargoes, and who perhaps, trusted to this as a means of enabling them to indulge in luxuries and extravagance above their station, (and not within the compass of their fair earnings,) may have availed themselves of the very unprotected state of outward-bound Cargoes, in committing acts of depredation, which would not have taken place had not other resources failed.

Be this as it may, the records of the Institution shew, that the detection of Offenders in this line of Plunder has been more numerous, during the short period since the Marine Police was established, than for many years before : and if that vigilance which has produced these discoveries, and the examples which followed, can have any influence in overawing

## C H A P. VII.

*Considerations on the National advantages of the Marine Police Institution:—The benefits which would arise from an extension of the same design, to every Commercial Port where extensive Trade is carried on:—Exemplified in the instance of Liverpool, and the River Severn.—The benefits to the State demonstrated, in the preservation of the duties on Stolen Property; in the check given to illicit Trade; and in the protection afforded to Naval, Victualing, and Military Stores.—The sense entertained by the Commissioners of the Navy, of the deficiency of the Laws, and of the want of a proper Police, with respect to this species of Property.—Specific detections of the pillage and embezzlement of Public Property.—Reasons for estimating the saving to the Revenue under the establishment of the Marine Police, at not less than £.150,000 a year:—The security it also affords against conflagration by Incendiaries.—Concluding Observations.*

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**I**N all instances where internal regulations operate beneficially to bodies of men or individuals, an essential advantage results to the Nation at large.

In this point of view, the Marine Police Institution becomes

to Plunder, by various descriptions of Plunderers on the River Thames, but since such an establishment of a River Police, we have experienced the greatest difference as to the security of Property on the River, occasioned, in our opinion, by the vigilance of the Guard Boats, and Officers of the Marine Police Institution, constantly, day and night, patrolling on the said River. In testimony whereof, we hereunto subscribe our names, and the Ships we respectively command.

*Signed by Seventeen Ship-Masters.*

We, the undersigned *Masters of Hamburgh Ships and Vessels*, trading to the Port of London, being truly sensible of the manifest difference as to the security of Property, on the River Thames, arising from the vigilance of the Guard Boats and Officers of the Marine Police Institution, patrolling the River, by day and by night, do consider it our duty voluntarily and publicly to declare, that whereas, formerly our Cables, Hawseers, and every article of Ships' Stores, as well as the inward and outward Cargoes of our Ships, while delivering goods

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*At a general Meeting of the Buyers and Factors of Coals, in the Port of London, held this Day, at the Gun Tunnels, Billingsgate—Dated the 9th January, 1799.*

It was resolved, that it is the opinion of this Meeting, that the Pillage of Coals, in the River Thames, has been considerably prevented by the exertions of the Marine Police Office, which exertions, it is hoped, will be continued in future. It is likewise determined, that a copy of the above resolution shall be sent to the Office, signed by the Chairman

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Be this as it may, the records of the Institution shew, that the detection of Offenders in this line of Plunder has been more numerous, during the short period since the Marine Police was established, than for many years before : and if that vigilance which has produced these discoveries, and the examples which followed, can have any influence in overawing

Delinquents, and in preventing a repetition of the same mischief, the Export Trade in common with the Imports, has derived benefit from the security which has been thus afforded.

It must be admitted, that these benefits and this security can only at present be considered as partial, since the effective part of the System as yet applies only to one branch of Trade, to the protection of which the Civil Force is chiefly directed. This however, admits of an easy remedy; namely, an extension of the Design to the whole Commerce of the Port. The propriety of a measure so salutary, even without the various lights which this Treatise throws upon the subject, has already engaged the attention, and excited the exertions of many of the most respectable characters, in whom the Commu-

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In this point of view, the Marine Police Institution becomes

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*At a general Meeting of the Buyers and Factors of Coals, in the Port of London, held this Day, at the Gun Turret, Billingsgate—Dated the 9th January, 1799.*

It was resolved, that it is the opinion of this Meeting, that the Pillage of Coals, in the River Thames, has been considerably prevented by the exertions of the Marine Police Office, which exertions, it is hoped, will be continued in future. It is likewise determined, that a copy of the above resolution shall be sent to the Office, signed by the Chairman.

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becomes extremely prominent, as a wise measure of Government, highly interesting, wherever Commerce is carried on, since it appears that the contagion of Pilage is not confined to the River Thames alone; but has infected every Port in the Kingdom, more or less, in proportion to the increase of opulence, and the extent of Commercial Property in circulation. (20) Nor is this view of the too general corruption of morals among Aquatic Labourers, carried even to the extent which truth and a knowledge of facts fully warrant.

Evil examples are of rapid growth; and where no pruning hand exists, they speedily extend their poison far and wide. It appears, in fact, that the immense Property which floats upon navigable Rivers and Canals in all quarters, is become subject to Waste

evinced that the science of Police as it has been applied to the River Thames, has become a great National

“ called Trows, are all open. The Goods are protected from  
“ damage by tarpaulins only. They will carry 120 Tons or more,  
“ and are navigated by seven or eight men, but never proceed  
“ higher up the River than from Bristol to Gloucester. After-  
“ wards, the Cargo is put into Barges, and the Crew distributed  
“ amongst them; and these with occasional assistance bring their  
“ Cargo home. On the downward voyage, the Goods are put on  
“ board of from three to ten or more Barges, which convey them to  
“ Gloucester; a part of the men proceed from thence in the Trow  
“ to Bristol with the Goods, while the others return home to be  
“ ready for the ensuing springs. It is during the transit of these  
“ upward and downward Cargoes of the most valuable Merchan-  
“ dise, that the most daring, systematic, and enormous Plunder is  
“ carried on, which would stagger credibility, and which affects  
“ us as common Carriers so seriously, that not knowing how or in  
“ what manner to proceed, we have made free to solicit the favour  
“ of your assistance. At an extravagant expence and infinite  
“ trouble, we employ people to weigh the various packages of  
“ Manufactures of Sheffield, Birmingham, and Manchester, on  
“ receipt and delivery, when it not unfrequently turns out, that a  
“ package weighing alike at each place, shall contain a quantity of  
“ Bricks and Stones as a substitute for other valuables. The  
“ common men receive 13s. or 14s a-week besides provisions,  
“ notwithstanding not a Cargo arrives without depredations being  
“ committed. There are four other concerns of this sort, of  
“ which ours is one, whose losses are grievous. It is supposed  
“ there are Receiving-houses for the reception of the articles which  
“ are stolen, in the neighbourhood of Newnham; and a respectable  
“ Inhabitant of that place states, that it will be attended with no  
“ small degree of danger, to attempt to detect and punish them.  
“ We are persuaded there cannot come a cask of Liquors without  
“ adulteration, and no Gentleman will trust a pipe of Wine in  
“ their hands. The Masters of Vessels are equally ignorant as  
“ their Crews, and are supposed to league with them. This, added  
“ to the extreme difficulty of bringing home the charge, and the  
“ slight



But these are not the only benefits which the State has derived from the effect of the Marine Police. His Majesty's Naval, Victualing, and Military Stores, have experienced a security heretofore unknown. Many extensive depredations have been prevented merely from the terror which the system excited, and from the detections which held forth to Delinquents, the danger to which they were exposed from the vigour and energy of the design.

The records of the Institution and the frequent communications with the Navy and Victualing Boards, in consequence of the pillage and embezzlements of Public Stores which were discovered and detected, sufficiently prove that the influence of this branch of Police, crippled as it has been for want of apposite Laws, (c) was not confined in the  
benefits

(c) The deficiency of the Laws as they particularly apply to minor offences in purloining and embezzling His Majesty's Stores, have been so prominent in the view of the Commissioners of His Majesty's Navy, by the recent acquittal of several Offenders, that they have formed the laudable resolution of applying to Parliament for more apposite Legislative Regulations, calculated to reach the various cases of pillage which now frequently occur, where the Culprits escape without any punishment at all, to the great injury of the Public, inasmuch as crimes of a peculiar description are generated and increased from the security experienced by Delinquents. As a proof of the favourable sentiments entertained of the Police System by the Commissioners, and of their patriotic intention to use every means for the purpose of checking this extensive and growing evil, the following Letter has been addressed by their Solicitor to the Author of this Work, who is now anxiously employed in devising a plan of Police adapted to the prevention of  
Frauds,

in the River Thames in the year 1798, by a general conflagration. The evil happily has not taken place; and it may not be unreasonable to suppose, that the dread of detection which the System excited, in consequence of the unremitting vigilance of the Surveyors, in perambulating the River with an armed force during the whole of the night, has dissipated these diabolical designs.

The utility of a watchful Police for the purpose of controlling, by its influence, the turbulent and untutored passions of such a multitude of dissolute characters, who are at all times employed in Ships and Craft in this extensive Commercial Port, is too evident to require any comment; since occasional concussions among Seamen and Labourers, as well as tumults and disorders, may always be dreaded, where such a

## C H A P. VIII.

*The means used to render the experiment of the Marine Police permanent and complete.—The existing Laws found to be extremely deficient.—Great Attention and Circumspection necessary on that Account.—A new System of Legislation digested, and grounded on actual Experience.—A Wish suggested to extend the Benefits of the Police to the whole Trade of the River.—A Proposition for raising a Fund adequate to this Object, submitted to the Trade at large.—A Bill modelled with this particular View :—Its leading Objects explained :—To raise a Fund of 10,000l. by a small Tonnage Duty :—To afford Complete Protection, by means of Civil Guards disciplined as a regular Body :—To give extension to the Legal Powers and Penalties of the Act of the 2 Geo. III. cap. 28.—The want of a centre of Union among the Merchants, assigned as a reason for the delays which have prevented the Establishment of a proper Police.—The utility of the Bill in removing the Barrier to future Improvements.—Reasons assigned why Docks will not supersede the necessity of a Police ; and why Pillage to a great extent must prevail if no Establishment exist to prevent it :—Exemplified in the Case of the Dock-yards, the East-India Warehouses, and the Docks and Warehouses at Liverpool :—Security only to be obtained by an over-  
arwing*

*arming Police:—This System indispensably necessary with or without Docks:—The same Service not to be performed in any other way at an equal Expence.—The Commercial Fund limited to the River and Land Guards.—The Magistrates, &c. to be paid by Government.—The Principle explained upon which the Table of Tonnage Dues is formed.—The advantages resulting from the Protection which this Fund will afford:—Arguments offered in favour of the System:—Doubts suggested whether it will operate at all as a Burthen on the Trade.—Explanation of the Table of the proposed Tonnage Dues.—A permanent and energetic Execution of the whole Police System secured by the Bill.—Concluding Observations.*

and that various new Legislative Regulations were indispensably necessary, to enable it effectually to restrain the multiplied evils which were discovered to exist.

This deficiency was, in some degree, counterbalanced by the excessive labour bestowed in giving vigour and effect, to whatever appeared to be incomplete in respect to Legislative Regulations, and the caution and circumspection which was manifested wherever difficulties occurred, counteracted, in a great measure, the imperfections and the deficient powers which might otherways have operated to the prejudice of the object which was to be attained, in promoting the ends of Public Justice.

The River Police, like a machine imperfect in the construction, required, and still continues to require, that unremitting attention and dexterity in putting it in motion, which will cease to be necessary, when regulated by Legislative Provisions, adapted to the precise purposes of meeting the various evils with effect;—checking their progress, and ultimately preventing their noxious operation.

It was evident, that the Projectors of this Plan were to be chiefly indebted to practical experience, not only for a correct knowledge of the actual deficiencies ; but for those lights which were indispensably necessary, to improve and mature the System, so as to render it permanently beneficial to the Commercial Body, and to the State.

Impressed



Impressed with these sentiments, it was not until after the lapse of six months, from the Commencement of the Institution, that attempts were made to digest a system of Legislation applicable to its improvement, and for the purpose of supplying those deficiencies which were found to operate to the prejudice of the design.

During this interval the most minute attention was bestowed on the effect produced by the various arrangements, for the purpose of preventing Crimes, and also in developing the causes by which Justice appeared to be defeated, or Offences generated, in consequence of the imperfections of the Law.

At length, by means of every aid which could be derived from an extensive judicial procedure, in which all the obstructions to the full attainment of

tended to the whole Commerce of the Port, and that a permanent Fund should be raised under the Authority of Parliament for its support.

The Committee appointed to attend to the general interest of this Trade, readily acceded to the measure, and soon after a Proposal was drawn up  
“ for raising a Fund from the whole Trade of the  
“ Port of London, with an Estimate of the Amount,  
“ proportioned upon the Tonnage, according to the  
“ value of the Goods imported and exported, and  
“ the advantages each Branch is supposed to derive  
“ from the Protection afforded by the Marine Police  
“ Institution.”

This Proposal, with various explanatory Observations, was transmitted by the Chairman of the West-India Committee, to the Governors and Directors of the different Chartered Companies; and also to the Chairman or principal Merchants concerned in the other Branches of Trade to the Port of London, for the purpose of carrying the Design into effect.

Under these circumstances it became necessary to new-model the Bill,—to introduce the financial part of the System, which had not been before in contemplation, and to adapt the various provisions to the general interest of the whole Commerce of the Port.

While the arrangements of this System of Police extends equal security to every species of Commercial Property, the management of the Fund remains exclusively in the hands of Commissioners, appointed by the whole Body of the Merchants

S

themselves,

themselves, never to exceed *Ten Thousand Pounds a year*, and with power to diminish it to any sum, on a supposition, that by degrees the habits and morals of the Labourers and Mariners in the Ships, Vessels, and Craft upon the River, may be so improved as to render a less expensive Guard necessary.

The measure in view is to employ this Fund in extensive Guards upon the River, so as to supersede the necessity of the numerous inefficient Watchmen at present employed, at a very enormous and certain expence, while the Depredations which have been committed prove how uncertain and doubtful the advantages are, which arise from this very deficient System.

The object of the Bill is to substitute to this scanty and incompetent Guard, a well-regulated

ther stationary on the Quays, or in transit upon the River.

One of the principal objects of the Bill is to give extension to the legal Powers and Penalties contained in the Act of 2 Geo. III. cap. 28. (already explained) on the one hand ; while on the other it provides a competent Force, adequate in point of Numbers, as well as Funds, to accomplish the Preventive System which is in contemplation.

In the framing of this important Bill, (f) upon which the Security of Commercial Property, whether in *Docks* or in the *River*, will, in so great a degree depend, nothing can exceed the anxiety and care which have been manifested *in guarding Innocence from Oppression, and of divesting Power of the Faculty of Abuse.*

It extends to every object calculated to form a complete System of Prevention at the least possible expence, *and fully provides for the preservation of the Rights and Privileges of the City of London.*

The utmost attention has been bestowed in anticipating and obviating every possible objection which could be urged in opposition to every single Clause : and it is presumed the Bill may be said, with justice, to have originated in the purest spirit of Patriotism, and the most disinterested desire to do good, since the Promoter of the whole of the Design, does not contemplate any personal advantage, from its passing into a law, and has received no reward but

(f) For an Abstract of the Bill, see Appendix, No. VIII.

that which arises from the consciousness of wishing to render an essential service to his Country.— However much he may regret, that the avocations of those who are more immediately interested in the benefits which have arisen, and must unquestionably arise from this arduous undertaking, prevent an accurate and minute investigation of the real advantages which have been obtained, he consoles himself with the hope, that the period is not far distant when in the effect of the System it will be manifest, “*that the Commerce and Revenue, as well as the Public Interest, as it relates to his Majesty’s Stores, have benefited to an extent very far exceeding any Estimate which has been formed.*”

The conclusions which have been made, standing as they do on the immutable basis of Truth, will remain forever unalterably true. The more they are

almost all the evils which have been brought under the review of the Reader in this Work.

To this cause perhaps, is also to be ascribed, the delays which have occurred in obtaining Docks, and innumerable obstructions to the improvements of the Port, and the general benefit of its Commerce and Revenue.

The Bill in question among many other great and incalculable advantages will, without exciting a particle of jealousy by conferring power, remove this Barrier to useful improvements. The Police of the Port of London, from being heretofore attended to by nobody, will have efficient Guardians, with power only to do good, and without the faculty of doing evil. Such an Institution cannot therefore, be too highly appreciated ; but perhaps it will remain for Posterity to discover the true extent and value of the benefits which it will confer.

It has been argued speciously, that Docks will supersede the necessity of a Police; but reasons equally conclusive may be offered why those Establishments will increase that necessity..

Men inured to a course of Crimes, are not to be made honest by increasing the conveniences for shipping and discharging Cargoes, whatever these accommodations may be.

The more closely they are connected, and the smaller the bounds in which a multitude of labouring People are collected, the greater is the danger. It is impossible to lade or deliver Cargoes, or to  
stow

stow or deposit Merchandise in Warehouses, without the intervention of Labourers; and equally impracticable, to control their unruly passions and rapacious desires, while thus employed by the common measures of Precaution, which can be exercised in the usual course of business. The Common Watchmen, on such occasions, possess no overruling influence. Their power, when compared with that of disciplined Police Officers, operates upon the minds of Delinquents, in the same manner as men without Weapons of Offence, compared with an Army of Soldiers properly accoutred for War. To prevent Crimes, means must be employed to being constantly under the view of the Delinquent, the fear of Detection and the certainty of being conveyed to a Magistrate. This effect belongs exclusively to the

ber of Labourers, from 2 to 3000, many of them in the habit of committing crimes, must necessarily be admitted constantly into them. In what manner is this multitude of depraved characters, to be prevented from committing Excesses? The Functions of the Dockmaster have no relation to this object, nor would any arrangement he could make for preventing disorders avail. Unskilled in the mode of Detection, and incapable, from other business—from ignorance of the Law, or from timidity at the view of audacious Rapacity and Opposition, it would be impossible for him to act so as to overawe Offenders, or to keep them within bounds. Wherever multitudes of depraved characters are collected in one spot, *Danger is immediately and at all times to be apprehended.* The class of aquatic Labourers on the Thames differ from all others, inasmuch as their attention is constantly directed towards Plunder, and the means of procuring and concealing it. They are in this view placing themselves constantly in direct opposition to the intentions of their Employers, who are perhaps, at the moment unconscious of what is going forward. Being all equally desirous of obtaining Plunder, they are of course disposed, if resistance is necessary, to support one another. Wherever masses of Property are collected together, Crimes will increase, and Labourers will commit acts of Pillage. It is found to be the case in his Majesty's Dock-yards, where the Labourers are much more select than they can possibly be in Commercial Docks. It is even known to exist



of the extent in the East-India Ware-  
house, and the advantages are bestowed in respect  
not only of the men who are employed. In the  
East-India Dock, it has been already mentioned to be  
practically impossible to prevent the Ware-  
house from being made to present. The reason is  
that the Navy, in consequence of the existence  
of the Navy, is not only directed in acts  
of the Navy, but is also directed to escape on re-  
sistance. The law between Crimes  
and the Navy is such, whenever the facilities  
are not obtained. The mind  
is not only directed to the difficulties attending  
the Navy, but is also directed to the difficulties  
which otherwise would be to be expected. Hence petty  
the Navy is not only directed to be numerous  
as property, but is also directed to be the direct

these guards must be trained to this particular duty, and kept pure by checks, to be established under the control of a vigilant magistracy. If not—they will be of little use.

It is the dread of the existing power of immediate detection, and the certainty of punishment as the consequence of this detection, that restrains men of loose morals from the commission of offences. Experience has shown how inadequate common Watchmen are to excite such impressions, and how powerfully they have operated in cases where Officers of Police stood in the same situation.(g) This truth cannot be too forcibly, or too frequently impressed upon the mind, wherever arrangements are to be

(g) The Marine Police, as recently exemplified, may be considered as quite a new Science, not yet perfectly understood. It operates as a restraint of the most powerful kind upon classes of delinquents, who would be restrained by no other means. To the System of vigilance which has overawed the Criminal actions of Labourers upon the River, joined to the imminent danger of detection, is to be attributed the general success of the design. Wherever this species of Police attaches, good order and security will prevail even among the most depraved and ferocious in civil society. Where it does not, confusion, irregularity and crimes must be expected. Wherever great bodies of aquatic labourers are collected together, the risque of danger from turbulent behaviour, will be greater, in proportion to the number of depraved characters who are collected together in one spot; and hence it follows, that mischief may be more easily hatched in Docks than on the River. A Police only can counteract this; and to the same preventive system will the Commerce of the Port be indebted for securing both the Docks and the Pool from conflagration. In fine, under every circumstance where property is exposed, a preventive Police must be resorted to in order to be secure.

formed,

formed for destroying the Criminal Confederacies, which the gradual increase of Commerce generated, while no Police existed to cut down the noxious exuberances which grew up as property increased; sapping the foundation of all morals, and annoying the industrious and innocent part of the Community.

These evil propensities and noxious qualities in the human mind in a state of depravity, are not to be removed by *walls*, within which evil doers must be admitted; neither will *locks* nor *bars* avail, where indiscriminate multitudes are to be congregated in one spot. Restraints are only to be effected by the strong and overawing hand of power, constantly exhibited in the view of those who contemplate the commission of crimes, more especially where the

A general Police therefore, aided by an improved Legislative System, such as has been already explained, will be found indispensably necessary under all circumstances, even if all the Docks which have been in contemplation were carried into execution. It is by such means only that disorders are to be repressed, good order maintained, and conflagrations prevented.

Detachments of Police Guards, can be furnished at a less expence to protect Merchandise locally situated, than the same service can be performed in any other way ; with this great additional advantage, that while these Guards secure the Property of Individuals, and the Revenue of the State from waste and spoliation, they repress and prevent tumults and maintain good order.

A general System of Police therefore, applicable to every part of the River, and to every Dock and Landing-place, would seem to be indispensably necessary ; while, on the score of expence, it would be found infinitely more oeconomical than any other mode that could be adopted ; and when the proposed actual burden upon the Trade and Shipping is known to be limited to *Ten Thousand Pounds a year*, beyond which it cannot be extended, although it may be reduced to any sum ; and when it is also considered that the whole is to be appropriated by the *Commercial Commissioners chosen by the Trade at large*, to the expence of the River Guards, without any appropriation for remunerating Magistrates

that a great deal of the whole weight and responsibility of the movement will rest on the supporting the Federal Establishment, then it would seem that every direct attack on weak, and every objection and parallel to the structure of this design, which could be made, must be directed to its execution, and not to its design.

the value of the property on the Trade, and the value of the property of benefit which it produces, by taking into consideration the value of the value to the property, and the value of the property, and the degree of the value attaches to the Merchandise, and the value of the property, and the degree of the value attaches to the Merchandise, and the degree of the value attaches to the Merchandise.

In calculating losses on these loans, the original losses borne can be estimated to be sustained by each

at large shall deem fit, before the Bill passes into a law,) the judgment exercised has been without bias, and with an immediate view to the relative interests of all who are to contribute to this fund, which is explained in the following

PROPOSAL,

For raising a fund applicable to Police purposes, calculated on the Importation and Exportation of the Port of London, for the year ending January 5, 1798, according to the value of the Goods imported and exported, and to the advantages each branch of Trade is supposed to derive from the protection afforded.

Specification of different Trades.	Value of Imports.	Value of Exports.	Total value of imports and exports	No. of Ships.	Tons.	Total Tonnage Dues.
	£.	£.	£.			£.
East Indies . . . . .	6,544,000	3,958,000	10,502,000	53	41,466	1036
West Indies . . . . .	7,118,000	3,895,000	11,013,000	346	101,484	2537
Brit. American Colonies	291,000	1,347,000	1,638,000	68	13,986	293
Africa and the Cape . .	82,000	449,000	531,000	17	4,336	72
Southern Fishery . . .	250,000	[54]	250,000	29	7,461	62
Greenland Fishery . . .	64,000		64,000	16	4,769	20
United States of America	1,517,000	3,899,000	5,416,000	140	32,213	670
Mediterranean & Turkey	390,000	119,000	509,000	72	14,757	245
Spain . . . . .	776,000	171,000	947,000	121	16,509	275
Portugal . . . . .	414,000	439,000	853,000	180	27,670	345
France . . . . .	16,000	860,000	876,000	56	5,573	97
Austrian Flanders . . .	21,000	118,000	139,000	66	5,104	42
Holland . . . . .	673,000	1,538,000	2,211,000	329	19,166	159
Germany . . . . .	2,658,000	8,014,000	10,672,000	235	37,647	784
Prussia . . . . .	221,000	211,000	432,000	608	56,955	355
Poland . . . . .	207,000	35,000	242,000	69	17,210	143
Sweden . . . . .	153,000	169,000	322,000	109	14,252	178
Denmark and Norway . .	95,000	711,000	806,000	202	48,469	404
Russia . . . . .	1,565,000	452,000	2,017,000	230	56,131	700
Guernsey, Jersey, &c. .	219,000	83,000	302,000	46	5,344	44
Ireland . . . . .	1,879,000	660,000	2,539,000	276	32,824	270
Coasting Trade . . . .	4,100,000	2,500,000	6,600,000	6,500	560,000	583
Coal Trade . . . . .	1,700,000	10,000	1,710,000	5,676	656,000	683
	30,953,000	29,658,000	60,611,000	13,144	1,779,325	10,000

Of this aggregate  $\frac{1}{2}$  or three-sixths is proposed to be raised on Imports . . . . . 5000  
 $\frac{1}{3}$  or two-sixths . . . . . on Exports . . . . . 3334  
one-sixth . . . . . on Shipping . . . . . 1666

(Without Fractions) 10,000

When

When the immense property which is to be protected is taken into consideration, estimated according to the foregoing Table, to amount to upwards of Sixty Millions a year, contained in above three Million of Packages, all subjected, more or less, to the risque of Pillage, the sum proposed to be raised to attain so great a purpose, as the preservation of half a Million sterling, which is estimated to have been plundered annually, can certainly be no object.—Upon such an extensive scale of Commerce, it is scarcely a drop in the bucket. To use a commercial metaphor, it is employing money where the yearly return (exclusive of the West-India Trade) will amount to 2500l. per cent. But it is even doubtful when the present expence of watching is taken into the account, whether it will cost the Trade a single farthing upon the whole.

shipper or importer according to the Tons of Goods, which may either be exported or landed according to the rate specified in the Table, deducting therefrom one-sixth part which falls upon the Ship.—While much consideration has been bestowed in framing the clauses in the Bill which relate to this object, with a view to prevent trouble ; nothing can exceed in point of anxiety, the pains which have been taken to guard both the shippers and importers against frauds in proportioning the charge, so that no greater expence than the *bona fide* Tonnage shall fall upon the Merchants, which will be found in its innumerable subdivisions, to be a very trifling burden to the various classes of Importers and Exporters, who are to benefit so essentially by the very useful application of this inconsiderable sum of money.

Were its benefits to extend no farther than to restrain and keep within bounds, the evil habits and unprincipled dispositions of nautical labourers, and to guard the Shipping and the Port against accidents by fire or by tempestuous weather in the night, it would, to attain such objects, become a cheap purchase ; but when it has been seen in this, and the preceding Chapters, that it is intended and expected, to compass the great object of renovating the relaxed morals of the lower classes who labour on the River, and to secure the vast floating Property from pillage and depredation ; candour must admit, that even ten times the proposed sum would not be too high



high a price for the benefits which are contemplated, and which will, most assuredly, result from the system, if the Bill, which has already been brought under the review of the Reader, shall pass into a law.

Under this mild and appropriate system of legislation, in framing which every aid that could be derived from labour and experience, has been exhausted to render it as perfect as possible, there will be no reason to apprehend any relaxation of the energy of the system. In whatever hands the superintending execution may be placed, it must retain its vigour and preserve its utility. To secure this essential point, without which, many of the best institutions moulder into sinecures, the powers of the mind have been anxiously employed in establishing checks, which cannot fail to secure a permanent energetic execution.<sup>(i)</sup> To the Commercial body, therefore, who trade to and from the Port of London, this Bill will prove a treasure which can never be sufficiently

(i) The uninterrupted energy of the system is secured by the power vested in the Commissioners, who manage the Police fund, to withhold supplies, in case they are not satisfied with the proper conduct of those in the immediate management, or with respect to the advantages resulting from the Police in general, in securing Commercial Property against depredations.

The checks thus established, cannot fail to secure a permanent and unceasing attention to the means of supporting the system in its full vigour. Since the subsistence of those engaged in the execution, will depend on the energy they display, and the good effects which it produces.

estimated. The good effects which it will produce, will develop themselves every year in the removal of evils and pressures, in a manner hitherto conceived impracticable, because the labour of previous investigation was Herculean, and such as was not likely to be undertaken.

The ground, however, has been at length cleared. The evils have been brought within a focus capable of being contemplated, both in the mass and in the detail. Their extent and magnitude have been finally understood, and such remedies have been suggested, as, when fairly applied, will unquestionably be successful, if the System of Legislation which has been proposed shall receive the sanction of Parliament. An explanation of the advantages to be derived from this salutary measure, together with a summary view of the proposed Bill, will form the subject of the succeeding Chapter.

## C H A P. IX.

*A Short Exposition of the Advantages which will  
result from the proposed System of Legislation for  
the Poor of France.—A General View of the various  
proposed provisions of the proposed Bill, under  
relative order of heads, with explanatory notes.—The  
Advantages of the System, when aided by pecuniary  
sanctions, explained, in counteracting the designs of  
evil disposed persons, and preventing Depredations  
on Houses, Quays, Warehouses, &c.—The security  
that should result from the Design having its  
foundation in an improved Legislative System of  
Police Theory, having Magistrates armed with*

**A**LTHOUGH it must be evident from what has been already stated, that the completion of the System of Police for the River Thames, by placing it on the *firm basis of Legislative Authority*, must be productive of incalculable advantages to the Trade of the Port, yet it may be of importance, with a view to the further elucidation of this branch of the Subject, to give the following summary detail and explanation of the nature of these advantages, as resulting from the improvement of the Laws with respect to the River Police; and from the measures and arrangements which will be grounded on the Legislative and pecuniary energy, which will thus be created and rendered effective.

The leading objects of the THAMES POLICE BILL, which have been offered to the consideration of Government by the General Committee of Merchants, are these following:—

- I. To extend the provisions of the Act of the 32 Geo. III. Cap. 53. (commonly called the Police Act,) so far as relates to the appointment of Special Justices, to sit at a Public Office, at or near Wapping New-Stairs, and to conduct and superintend the System of the Thames Police; with power to the Judicial Clerks to receive the established legal Fees, and to pay the same, together with penalties and forfeitures, into the hands of a General Receiver, towards a Fund for the Judicial Department of the general System,—*called the Office Fund.*

II. To authorize the Special Justices, nominated by His Majesty, to appoint and dismiss *Office-Constables, River-Surveyors and their Watermen, Ship-Constables and Quay-Guards*, and also to empower the Lord Mayor of London, and the Master, Wardens, and Assistants of the Trinity Corporation, to dismiss any of these Officers on any well-grounded charge of Misbehaviour. Their authority to act as Constables, to be limited to the jurisdiction of the Special Justices, and in no case to extend to the City of London.

III. To give power to Commissioners, chosen by and representing twenty-eight different Trading Bodies in the Port of London, to lay a limited Assessment on Trade, to be denominated *St. Thomas Police Guard Fund*, to be raised by Tonnage duties, &c, the amount of which is at no time to exceed Ten Thousand Pounds a year; and which may be reduced at the discretion of the Commissioners, according to the exigencies of the case.—The Commissioners to

but with power to the King in Council at the instance of the Lord Mayor and Aldermen, the Treasury Board, or the Board of Customs, to annul such regulations.

IV. To give power, to the Thames-Police Commissioners, and the Special Justices, to grant an annual Licence at their discretion, as in the case of Ale-houses, to Master Lumpers, without which they cannot exercise their profession as Contractors, for Lading or Discharging Vessels in the River Thames: (1) Licence duty to be £.10 a year, and to make a part of the Office Fund.

V. To

(1) The proposed measure of allowing no person to lade or discharge Vessels, who has not been previously licensed and approved by the Commissioners and Magistrates, is a most useful regulation, which cannot fail to operate powerfully in reforming the criminal habits, both of the Master Lumpers and the men they employ. This important trust will be committed only to men of approved characters, who will feel a certain responsibility; and the fear of losing their Licence in consequence of complaints, on account of inattention or neglect, will render them infinitely more alert, cautious, and attentive, than they have heretofore been. Under this regulation the best men will be selected, who will subject themselves to certain rules beneficial to the Trade, and to the security of Ships' Stores and Cargoes against Plunder.—When the War is over, it will be a suitable provision for Masters, Mates, and other Officers, who have fought and bled in the service of their Country.—At present there are about

120	Master Lumpers in the West-India and other Trades,
10	do. in the East-India Trade.
7	do. in the East-Country Trade
25	called Undertakers, in the Coal Trade,

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Total . 162

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Of these, some are very exceptionable characters, and not a few of them are Publicans, who have little or no knowledge themselves

VI. That the said Justices do require Working Lumpers, who are to be taken at the Public Office, before they shall be allowed to work under Master Lumpers, in the several Wharves and Slips on the River Thames. The Fee of Report to be made to £1 each, and no more: and a fine of £10 to be imposed on those who work without the presence of a Constable: (By) Power also, to require the Master and Purser of every *Lumper, Cooper, Warehouse, and Tybermen*, employed in Slips under discharge. That the said Constables on certain Terms, at the instance of the said Justices, for the Protection of the Customs, do make the Contracts made with Master Lumpers and Working Lumpers, for the purpose of ascertaining the conditions of their Engagements, and thereby preventing Deception: He appoint any fit person recommended by a Ship: He is to be a Ship's Constable.—And those only to be charged, who are Crown Officers.

pers, Coopers, &c.—To search Lighters navigating at unseasonable hours, and under suspicious circumstances.

VII. A Power to Thames-Police Constables (similar to what is given by the Bumboat Act, &c.) of Seizure and Arrest on view, in respect of Goods clandestinely taken from Ships, Boats, Landing-places, and Warehouses.

VIII. Ship-masters to keep fastened up all the avenues to the Hold of the Ship but one, and that too when Goods are not discharging :—Power to search Working Lumpers.

IX. Master Lumpers bound under a Penalty to search Working Lumpers, besides being responsible for specific losses.

X. Powers which may be exercised by the Lord Mayor and Aldermen of London ; the Special Justices of the Thames Police ; and all other Justices having jurisdiction where the Offences may be committed, being within the limits of the River Thames, and the Cities and Counties adjacent thereto.

Namely :—

To inflict slight Penalties by summary Procedure on circumstantial Evidence, aided by the Examination of the Delinquent, (as under the Bumboat Act, and stolen-metal act where, on regular Proof, it would be Felony ;)—and to attach upon the Practice of Depredation, in such stages of its progress as are previous, or subsequent to the Felonious Act :—To grant Warrants to search, on Oath of Suspicion, at supposed Receivers, and in Default of regular Proof, the Offence punishable as a Misdemeanor :—To trace suspected Goods through any number of Hands :—The Penal Offences cognizable in a summary way are these following—

1st. Lumpers convicted of quitting Work unlawfully may be punished as other Labourers under the Act 6 Geo. III. cap. 25.

2d. Lumpers convicted of neglecting to register their Names.

3d. Master Lumpers convicted of neglecting to search Working Lumpers.

4th. Labourers



- 4th. Labourers and others convicted of wilfully injuring Packages, and letting out their Contents, for the purpose of profiting by the Waste.
- 5th. Persons convicted of having Jiggers, Bladders with nozles, &c. concealed for the purpose of drawing off Liquors.
- 6th. Persons convicted of throwing Goods overboard when pursued, for the purpose of preventing discovery.
- 7th. Persons convicted of fabricating false Bills of Parcels to cover suspected Goods.
- 8th. Persons convicted of not stopping suspected Goods and the Offenders, when offered for Sale.
- 9th. Persons convicted of having Goods in their possession, suspected to compose part of the Cargo or Materials of any Ship or Vessel in the River Thames, and not giving an account to the satisfaction of the Justice, how they were obtained.
- 10th. Persons convicted of carrying, or suffering to be carried, Coals from Ships, &c. otherwise than in the regular course of Trade.

—Misdemeanors under the Bumboat Act, which are transportable Offences for Fourteen Years, to be deemed Felonies, that the Procedure may be prompt as in Felonies, instead of dilatory as in Misdemeanors.

**XII. The Privileges of the City of London, secured by specific Clauses.**

The advantage, resulting from a System of Legislation, so peculiarly adapted to the great object of renovating the morals of the Labouring Classes on the River Thames, aided by pecuniary energy, and by powers calculated, more to counteract the Designs of evil-disposed persons by embarrassing them at all points, than to punish, may be anticipated; and its effect will be the prevention of Depredations, not only on the River, Quays, and Warehouses, but in all situations where they were formerly committed.

Upon this basis will of course be erected an improved System of Police & Economy, in which will be combined every thing that can tend to give utility and effect to the Design.

In the Judicial Department, the best possible arrangements will of course be made, that Public Justice may be administered without interruption, and as heretofore, with purity, caution and regularity.

The Magistrates thus assisted by apposite Powers, will not only feel confident in the execution of the trust reposed in them, but will experience an additional degree of satisfaction, in prosecuting the labours which their duty imposes.

Placed

Placed by Legislative Authority on certain and permanent ground, the anxiety to accomplish the great objects which are in view, will operate upon pure and intelligent minds as a strong stimulus to exertion, in giving vigour and correctness to every Department of the System.

The L. C. Patrol will of course be increased, so as to render them competent to guard every avenue to and from the River, to embarrass criminal People in the attempt to stolen Property; and to render the trade of Pilage too hazardous and unprofitable to be followed.

The River Patrols will, in like manner, be so augmented as to render their Surveys effectual in every part of the River, from Westminster Bridge to Blackwall.

an eminent degree, to the general benefits which cannot fail to result from the combined efforts of men of enlightened minds, having no object in view but the Public good. Under this Patriotic Influence, the Powers granted them to make Ordinances and By-laws must be employed for the most useful purposes.

In the *complete Formation* therefore, of this important Design, may be reasonably expected every benefit to the Individual and the Public, which can result from the Security of Commercial Property, the preservation of his Majesty's Stores, the increase of the Revenues of the Crown, and the general improvement in the morals of a vast Body of People: returning at least fifty fold, on the pecuniary sacrifice which is proposed:—while an important example is thus held out to every other great Commercial Port in the Kingdom, as well as to his Majesty's Dockyards and other Repositories, exhibiting and demonstrating, by what means the same benefits may be extended generally, wherever Depredations, Embezzlements, or Frauds, have been found to prevail.

These elucidations of a most important subject, it is earnestly to be hoped, will produce the desired effect.

The Fabric being thus raised, and all difficulties removed, which depended on Labour, Investigation, and Legislative Arrangements, it remains now for his Majesty's Ministers and the Commercial Body to *lay the Key-stone of the Design.*

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In accomplishing this object, they will have the triumph and satisfaction of having contributed, in an eminent degree, to the Improvement of Morals, and the Prevention of Crimes, and they will deserve the Thanks of the Nation, and the Gratitude of Posterity.

## CHAP. X.

*General Statement of the various Authorities, entitled to exercise Jurisdiction on or near the River Thames.*  
 —1st. *The King.*—2d. *The Lord Mayor and Corporation of London, as Conservators of the River, &c.*—3d. *The Corporation of the Trinity-house.*—4th. *The West-India Dock Company.*—5th. *The Boards of Custom and Excise.*—6th. *The Lord Mayor and Aldermen as Magistrates, and the other Justices of the Peace, in the several Counties and Cities on, and near the River; in taking cognizance of Offences punishable by the Statute Law of this Kingdom.*—*The power of the Crown considered separately.*—*Most of its Rights in the River Thames, granted to the Corporation of London by various Charters, and confirmed by Acts of Parliament.*—*The inconvenience attending such grants.*—*The privilege of Mooring-Chains reserved by the Crown.*—*The Grantee thereof compelled to sell his interest by the Wet-Dock Act, 39 Geo. III.(n)*—*The provisions of the Act on that subject explained.*—*The Tonnage Duties granted to the Crown by that Act, and their application also detailed and explained.*

(n) Cap. lxi of the Series of *public local-and-personal Acts*; which are distinguished, in the quarto edition of the Statutes, by being placed after the *public general Acts*; and, in citation, by the Chapters being thus marked by Roman numerals.

**H**AVING now completed the various details respecting the rise and progress of the Commerce of the River Thames;—the depredations to which that Commerce is liable; and the Preventive System of Police already existing, and proposed, in future, to be enlarged, for the protection and security of the immense mass of floating property; the Author conceives, that it must become a matter of great curiosity and interest, with every Reader, to learn under what powers and authorities the whole of so extensive a System has been, and is to be, conducted and regulated.

An investigation of this nature cannot fail also to prove useful and useful, as the fact, which it de-

and the Port, by means of a clear and comprehensive view of its existing Regulations.

Six distinct authorities may now be said to exist, all of them exercising, or about to exercise, certain Powers and Jurisdictions with respect to the River Thames; and forming together the general Police of this great Commercial-Port.

I. His MAJESTY, as Lord of the soil of the River, has exercised jurisdiction with respect to mooring-chains; by grants to individuals, and also by the right exercised of fixing Mooring Chains in the River, for Ships of War. His Majesty in Council, appears also to have exercised a certain jurisdiction respecting the birthing or placing of Vessels; as in the case of foreign Ships in 1797, which were ordered not to approach the Metropolis nearer than Limehouse.

II. THE LORD MAYOR OF LONDON, as Conservator of the River, and THE CORPORATION, and their Officers, by Virtue of certain Charters and Franchises, exercise various privileges and jurisdictions respecting the Fishery, Encroachments and Nuisances on the River; and as to the lading, unlading, and measuring, selling and transporting of Merchandise; to these are now added other powers and privileges under the *Wet-Dock Act*.

III. The CORPORATION OF THE TRINITY-HOUSE, of Deptford Strond, exercise certain functions and duties under the authority of Royal Charters, and Acts of Parliament, relative to Seamen, Pilots, furnishing



building Buoys, erecting Light-houses, and carrying into execution the provisions of the Wet-Dock Act, and other Acts for the improvement of the Navigation of the River.

IV. THE WEST-INDIA DOCK COMPANY, have certain powers and Jurisdiction conferred upon them, by the Wet-Dock Act, for the erection and preservation of Wet-Docks in the Isle of Dogs, for the accommodation and protection of the *West-India Trade*.

V. THE COMMISSIONERS of His Majesty's Customs and Excise, by themselves and their Officers, under the authority of Parliament, make and enforce Regulations respecting the security, and the collection of the Public Revenue.

VI. *The Lord Mayor and Aldermen*, as MAGISTRATES, in the City together with His Majesty's other Jus-

the powers exercised by every department. In so doing, an attempt will be made to trace out, as precisely as possible, the nature and extent of each separate jurisdiction : to detail the manifold Regulations and Provisions of the Stat. 39 Geo. III. c. lxxix. “ for rendering more commodious, and regulating the Port of London,” generally called *The Wet-Dock Act* ; so as to shew, in the most clear and distinct manner the several purposes to which that Act is applied: And lastly, to give a view or abstract of the punishments inflicted by a great number of Statutes, on Maritime Offences of every description ;—of the duties prescribed to Captains of Merchant Ships, and their Officers,—and of the *Rules and Regulations of the Port*, which it becomes requisite for them punctually to observe and obey.

#### RESPECTING THE CROWN.

It appears, that the successive Sovereigns of England, by a variety of Charters (48 in number) from Richard I. to Charles II. granted the Conservation of the River Thames, and certain other privileges to, and imposed corresponding duties on, the Mayor and Commonalty of London ; all these (except nine Charters of Henry the IV. made void) were ultimately established, after the Revolution, by the Statute 2d William and Mary, Stat. 1. c. 8 ; vacating the judgment on *Quo Warranto*, given

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against

against the City, in the 35th of Charles II. and confirming all the privileges of the Corporation.

Thus did the Crown relinquish the powers which, in similar cases, are exercised by Government, and which, therefore admit, from time to time, of beneficial arrangements, and Legislative ameliorations. It would appear, that the River Thames, under the peculiar circumstances in which it was placed, suffered considerably in its improvements, from the relinquishment of that paramount authority which, while it remains unimpaired, has been found best calculated under the direction of Parliament, when unrestrained and unshackled by corporate privileges, to accommodate the public at large, by Regulations adapted to the progressive improvements in Navigation.

over the River Thames, excepting with respect to the Lordship of the Soil or Surface, under low-water mark.(\*)

This right was exercised in the instance of the Lease or Patent, granted of the privilege of placing Mooring Chains in tiers, in the bed of the River, for the accommodation of Shipping ; which was recently enjoyed by Lord Gwydir, and from which a considerable annual emolument was derived.

By the *Wet-Dock Act*, (§ 35, 36) Lord Gwydir is required within six months, on receiving an adequate compensation, to surrender to His Majesty the rights and interests possessed by him, respecting the whole of the Mooring Chains ; for the purpose of transferring such rights and interests for the use, benefit, and convenience of the Public, free from all rents and dues thereon ; for which a compensation is to be made to the Crown.

By § 119 of the Act, the compensation to Lord Gwydir is to be made by the direction of certain Commissioners of compensation ; and by § 152, the

(\*) The following transcript, found among the MSS. of Lord Treasurer Burleigh, in Queen Elizabeth's reign, has been quoted, to shew how far the soil and ground, under the River, belongs to the City. "Also, for proof of the Prince's interest, in Rivers flowing from the Sea, the Thames and Conservation thereof was not only given to the City of London, but, by their especial suit, the King gave therewith all the ground and soil under the same : Whereupon, if any that hath a house, or land adjoining, do make a Strand, Stairs, or such like, they pay forthwith a rent to the City of London, how high soever they be above the low-water mark."

See Stow's *Survey of London* ; vol. i. p. 35.

amount of this compensation, is to be, in the first instance, advanced out of the Consolidated Fund: and repaid thereto out of the rates raised by virtue of the Act. The appointment of these Commissioners, their Oath of Office, &c. are regulated by § 130, 131 and 132 of the Act.

By § 120, the compensation to be made to his Majesty, for relinquishing the rents and profits of the Mooring Chans, as settled by the same Commissioners and the Treasury, and to be also advanced out of, and repaid to the Consolidated Fund, is to be paid into the Bank, on account of the Treasury, and applied in the same manner as money paid for the redemption of the Land-tax.

By § 17, After the surrender is thus made, the Lord Mayor and Corporation of London, or such

By § 134, “In consideration of the great accommodation and Advantage, which the several Works and Regulations, which the Act authorises to be made, will afford the Shipping and Trade of the Port, and in consideration of the great charges and expences, which will be occasioned by making, building, erecting, and providing the Canal, Cuts, Sluices, Bridges, Roads, and other Works authorised by the Act to be made by the Corporation of London,” the following Tonnage Duties are granted to the Crown, for the term of Fourteen Years, from August 1, 1799; payable by every Master, Owner, or Person having the charge of Ships and Vessels, trading to, frequenting, and using the Port of London, of which the intended Canal, Docks, and Works are to be part.

	per Ton.
1st. CLASS.— <i>Coasting Vessels</i> , to or from any part of Great Britain, for every Voyage, both in and out inclusive . . . . .	d. 1
2d. CLASS.— <i>Vessels entering inwards from Denmark, Norway, or Lapland</i> , (on this side of the <i>North Cape</i> ) or from <i>Holstein, Hamburgh, Bremen</i> , or any other port in <i>Germany</i> , bordering on or near the <i>Germanic Ocean</i> , or from <i>Holland</i> , or any other of the <i>United Provinces</i> , or the <i>Netherlands</i> , <i>France</i> , (within <i>Ushant</i> ) <i>Guernsey, Jersey, Sark, Ireland</i> , or the <i>Isle of Man</i> . . . . .	1½

Vessels

and the Cuts, and other Works, authorised to be made and done by the Corporation of London.

- 3d. In paying all the necessary expences of attending, managing, regulating, maintaining, repairing, and preserving the same Canal, and other Works, for the term of three years next after notice shall be given, that the Canal is ready for use, and until the transit-rates (mentioned in a subsequent Chapter) shall become payable to the Corporation.
- 4th. In paying, during the said *three years*, such yearly and other sums, as may be payable by the Corporation of London, for compensation for losses and deficiencies of Tythes, Taxes, Sewer Rates, and other Rates and Assessments.

On the credit of these Tonnage Duties, the Act (§ 152) also authorises advances to be made from the Consolidated Fund, to the Commissioners for compensations (to be replaced from the said Duties) of such sums of money as may be necessary to pay the Compensations directed by the Act; including those to the Crown, and *Lord Gwydir*, in respect of the *Mooring Chains*; and for defraying the expence of ascertaining the same.

By § 154 of the Act, the monies raised by the said Tonnage Duties, are directed to be applied and disposed of in the following manner:—

So much thereof shall be paid into the Chamber of London, as shall be sufficient from time to time, not only for defraying the necessary Costs and Charges of maintaining and repairing, altering and renewing the *Mooring*

*ing Chains* in the River Thames, and laying down new ones when necessary : But also for paying the Salaries and Wages of *Harbour-Masters* and their Assistants, pursuant to the Act : which Expences and Salaries are directed to be paid by the Corporation accordingly.

After the above payments into the Chamber of London, the residue of the monies arising from the said Tonnage Dues is to be applied in repaying to the Consolidated Fund the sums advanced in pursuance of the Act, as already specified, with 5 *per cent.* interest on the same ; and when these advances are fully repaid, the said residue is to be invested in Stock, in the names of the Chamberlain, Town Clerk, and Comptroller of London, for the time being, who shall invest the yearly Dividends in their names in the like manner, for the purpose of accumulation ; until the Dividends of the Stock purchased by such accumulation, shall be sufficient for the payment of the Expences of the Mooring-Chains, and of the Salaries of the said *Harbour-Masters* and their Assistants.—And when the Dividends are sufficient to answer those purposes, the Rates and Duties imposed by the Act are to cease and determine.

Such are the Functions exercised by the Crown, respecting the Police and other Regulations of the River Thames and the Port of London. It is however to be observed, that the chief part are created by the *Wet-Dock Act*, and are of a temporary nature ; so that in consequence of this Act, when the money to be advanced by Government is refunded, every right of interference, on the part of the Crown, except what relates to the Lordship of the Soil under the River,  
and



and the general rights of Sovereignty, which are reserved, will be totally relinquished.(e)

It remains therefore, to explain at length the Powers and Functions of the respective Public Bodies, and Persons already alluded to, as exercising jurisdiction on or near the River, viz:—*The Lord Mayor, and Corporation of London: The Trinity House: The West-India Dock Company: The Boards of Customs and Excise: And the Justices of Peace, in their respective Jurisdictions, under various Acts of Parliament.*—These will form the subject of the five following Chapters of this Work.

(e) By § 175 of the Act, all the Rights, Interests, Privileges, Franchises, and Authority of his Majesty and his Successors, except as to the Mooring Chains, are reserved.—And by § 176, power is also reserved to the Lords of the Admiralty, to lay Chains, &c. for mooring Ships or Vessels, belonging to his Majesty, in any part of the River below Greenland Dock.

## C H A P. XI.

*The Powers and Functions of the LORD MAYOR and CORPORATION of the City of LONDON, as applying to the Police of the River Thames and the Port of London.—Appointed Conservators of the River, by successive Charters.—The local extent of their Jurisdiction.—The deputy Water-Bailiff's Duty.—The inefficacy of the mode of proceeding by the Courts of Conservancy.—The Regulations of the Fishery, by Statutes, 9 Ann, cap. 26. 30 Geo. II. cap. 21. and 33 Geo. II. cap. 27.—The Advantages of summary Proceedings in small Offences.—Exclusive Jurisdiction of the Corporation, a Burthen to themselves and an Evil to the Community.—A General Review of the Specific Rights and Privileges of the Corporation, and of the Instances in which they have been exercised:—Observations thereon.—The continual Decrease in the Depth of the River, attributable to the want of a proper Responsibility attaching somewhere.—The Powers conferred, and the Duties imposed on the Corporation, by the WET-DOCK ACT, detailed and explained.—The Transit-Rates payable under that Act, to the Corporation.—The Control exercised by the Corporation, by virtue of several Charters, over certain classes of Labourers, and in the garbling, package, scavage, balliage, and portage of Goods, exported and imported:—As also respecting*

*referred to as—Tack-House Porters.—T, let  
Porter.—H, Hatter's Company.—General  
Reference to the various Functions and Dates  
of the various Celebrating Reflections.*

**KING** RICHARD I. in the Eighth Year of his Reign, A. D. 1198, granted to the City of London a Charter, for which they paid him Fifteen Hundred Marks. This is the first Charter, by which the Corporation of London claims the Jurisdiction and Government of the River Thames. As it did not prescribe any Limits, or limit the Extent, over which the City was to take Cognizance, but transferred to the City, all the Royal Jurisdiction before then

ward of *Staines Bridge*, to *Yendal* (sometimes called *Kendal*) *Yenland* or *Yenfleet*, East of London Bridge : The Stone which marks the Boundaries to the East, being not far from Upnor Castle. This Jurisdiction includes part of the River Medway, and its Cognizance extends to the removing all wears and other nuisances in the River ; and all encroachments by Buildings or Wharfs on the shores ; to preserve the Fisheries, and seize unlawful Nets ; and to punish the Fishermen offending against the Ordinances made for the Regulation of their Conduct by City Authority.

In order to execute the proper Orders enacted by this Authority, the Lord Mayor, for the time being, is by various Charters appointed to exercise and execute the Office of *Bailiff and Conservator of the Waters of Thames and Medway*, and of every Bank, Shore, and Wharf thereof, within the Port of London ; for which purpose he hath a deputy or substitute, by the name of the *Under or Deputy Water-Bailiff*, whose office is to discover and bring to punishment all Offenders as to any of these points.

It is the duty therefore, of this Officer, besides enforcing the Regulations respecting the Fishery, (on which more shall be said hereafter) to notice and report all encroachments on the River or its Banks, and all Nuisances and Annoyances, whereby the Navigation may be obstructed, or in any respect injured ;—such as throwing *Rubbish into the River*, *pitching Poles*, *erecting Wharfs*, *making Causeways* and

*and Stairs, continuing or increasing Aytes, making or continuing Stages, erecting Walls, building Pot Galleries, planting Oziers, laying Mooring-Chains in the River,—and obstructing the Navigation, by laying Lighters and Craft in improper situations; and to receive instructions with respect to the Indictment of Offenders.*

The Lord Mayor, for the time being, as Conservator of the River, has been accustomed to hold about eight Courts of Conservancy in the course of a year; that is to say, one or two for each of the four Counties of *Middlesex, Surrey, Kent, and Essex*. At the first of these Courts the Jury are sworn and charged; and at the second they present such Nuisances and Encroachments as they think fit, and try such Traverses as come before them. On convic-

a Police, adequate to the object, it is not too much to say, that if the convictions had corresponded with the Offences, they must have increased, at least, one thousand fold ; but the truth is, that this ancient Court of Record is too circuitous in its procedure, and by no means adapted either to the present state of society, or to the object of preventing the evils which it was established to control. These have therefore, multiplied like other more atrocious offences in a ratio which is not to be conceived. For the purpose of repressing the evil by the conviction and punishment of offenders, a large circle is described, in order to accomplish an object which, by a summary jurisdiction (which applies peculiarly to offences of this nature) might be reached by a direct line; unincumbered by those formalities which, while they impose great hardships on the Subject and the City Magistrates, only tend to limit and reduce the rights of innocence, by extending the liberty of evil doers.

By a Statute of Queen Anne (9 *Ann.* c. 26. A. D. 1710) for the better preservation and improvement of the Fishery, in the River Thames, and for regulating the Fishermen of the said River; power was given to the Fishermen's [Fishmongers'] Company, to make Bye-laws, to prevent abuses in the Fishery; under the control of the Court of Lord Mayor and Aldermen : with a saving of all the rights of the City and of the Lord Mayor, as Conservator of the River.

It

It appears, that certain Bye-laws and Regulations were made accordingly ; but, that from the year 1727, the Company ceased to act, and few exertions of any kind were made on this subject, till the year 1757 ; in the beginning of which, the Court of Common Council presented a Petition to the House of Commons, setting forth this neglect, and praying that as the Office of Bailiff and Conservator of the Thames and Medway, had been vested in the Mayor, &c. of London, time out of mind, leave might be given to bring in a Bill for the more effectual preservation of the fry and spawn of Fish, in the River Thames, and Waters of Medway, for the better regulating the Fisheries thereof, and for the more speedy punishment of Offenders. An Act was in consequence passed (30 Geo. II. c. 21) which declared that the Lord Mayor and Aldermen of London should have full power, and they were required, to make Rules and Ordinances, for the governing and regulating all persons who should fish or drudge in the River Thames, and Waters of Medway, (within the jurisdiction of the Mayor of London, as Conservator of the said River and Waters) as common Fishermen or Drudgermen, or otherwise : and for declaring in what manner they should demean themselves in Fishing ; with what manner of Nets and Engines ; at what times and seasons they should use Fishing ; for ascertaining the assise of the several Fish to be taken ; and for the preservation of the spawn

spawn and fry of Fish, within the jurisdiction aforesaid. Also for obliging every common Fisherman or Drudgerman, to have his christian name and surname, and place of abode, painted in large and legible characters on his Boat : To annex reasonable penalties and forfeitures for the breach of such Rules, not exceeding 5l. for any one offence ; and from time to time, to alter and amend such Rules, and to make new ones, so as the same were allowed and approved of by the Lord Chancellor, Lord Keeper, or Commissioners of the Great Seal, the two Lords Chief Justices, and the Lord Chief Baron, or any two of them.

This Act was still farther enforced by the Stat. 33 Geo. II. c. 27. (of the penalties imposed by which, notice will be taken in a subsequent Chapter.) The execution of such parts of both these Acts, as relate to the sale of fresh Fish at Billingsgate, to the punishment of persons having unsizeable Fish, or Spawn, &c. and to the penalties against regrators or forestallers of Fish, is specially committed by the Act, to the *Under Water-Bailiff* of the City, and to certain other City Officers, called *Yeomen of the Water-side*. The last Rules and Ordinances made under these Acts, were confirmed by the Judges, and promulgated in 1785.

But however well intended all these Rules and Provisions might be, to guard against the abuses in the Fish Trade, it has been truly remarked by a valuable writer on the History of London (*Noorthouck*) that no accumulation of laws, or trials of schemes,



have been yet able to bring Fish to London, in quantities and prices answerable to its neighbourhood to the Sea. "One method (adds the same Author) yet remains to be tried; and this is to undo all that has been done; to throw the employment of catching and selling Fish entirely open, clear of all corporation restrictions whatsoever; beyond what may be necessary to preserve the spawn or fry, and to maintain an impartial freedom of sale."

It is worthy observation, that in the effect of these Acts of Parliament respecting the Fishery, is exemplified, not only the sense entertained of the advantages of a summary jurisdiction with respect to minor offences; but also the humanity of the system to the delinquents themselves, and its utility to the public, in reducing the number of this class of slight misdemeanors, many of which appear to be exclusively under the jurisdiction of the Conservators of the River, and therefore, not cognizable as other offences, by the respective Magistrates of the several Counties adjoining the River Thames and Medway.

Offences may therefore, be committed with impunity, since the jurisdiction only attaches once a year; before which time the culprit is probably not to be found, who too well knows the slow progress of justice, and the very feeble arm with which it wields the sword of punishment. Multitudes of Crimes are therefore repeated over and over again, which it is not possible for these respectable Magistrates who hold the jurisdiction, to repress; because the nature of  
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the system will not permit them. However efficient it might have been in ancient times, when Commerce was in its infancy, without the means of seduction, by the numerous temptations which now exist, its motions are infinitely too slow to be useful in correcting the extensive corruption of morals which wealth, luxury, and other causes have introduced.

This exclusive jurisdiction is clearly established by two very ancient Statutes still in force, (q) which, although they constitute a part of the general law of the land, and extend to four Counties, can only be carried into execution by the Chief Magistrate of the Metropolis. What would be the state of society if this laborious and troublesome privilege (irksome to the possessor and hurtful to the public) extended to all other offences in this extensive and populous district ?

It is to an unfortunate misconception, relative to

(q) By the Stat. of 4 Henry VII. chap. 15 ; the Mayor of London, having the Conservation of the River Thames, from the Bridge of Staines to the Waters of Yendall and Medway, shall have like authority in Breaches, Issues and Creeks, and Grounds overflown, as far as the Water ebbeth and floweth, as touching punishment for using unlawful Nets or Engines in Fishing, like as his predecessors had in the River Thames ; provided that the Lord Mayor of London have not the Conservation of the said Breaches and Grounds overflown within the King's grounds, or within franchises of any person.

By the Statute of the 27 Henry VIII. chap. 18.—If any person shall do, or procure any thing to be done to the annoyance of the stream of the River Thames, in making of Shelves, casting of Rubbish or Digging, &c. or take away any Boards, Stakes, Timber work, Pillars or other things, or dig or undermine Banks or Walls, &c. he shall forfeit 5l.—one-half to the King, and one-half to the Mayor and Commonalty of London.

arbitrary privileges, and to the quick and rapid changes which take place in the superintendence of local jurisdictions, that many of the evils of the River are to be imputed, without attaching an atom of blame to the individual. To the obsolete nature of the system, and to the circumstance of its being, in many respects, inapplicable to the present state of society, are the evils to be traced.

Hence the progressive accumulation of Mud, and other obstructions in the River, which have, within the last fifty years, reduced its depth so considerably. And hence, the difficulties which have occurred in promoting those improvements, which the state of society, and the extent and increase of Commerce and Navigation required.

Privileges (so considered) at one period in society, frequently become burdens in another. The result

some to those whose province it is to move the machine; and although they are unwilling, from the unprofitable nature of the duty, to do it themselves, yet are they equally hostile to every attempt on the part of others to fill up the chasm. The result is, that many good things for the public and the country, are either postponed or totally omitted. Where the power rests, the measure will not be pursued; while the same power and influence operate in preventing the attempt being made by others. Mere matters of punctilio often stand in the way of great and beneficial arrangements, and minds thus deluded, grasp and eagerly cherish the shadow, while the substance passes away.

Nothing can be more hostile to the cultivation of the science of useful and effective Police, than opinions and misconceptions, operating through the medium and under the shelter of official influence.

It is to a correct and well-planned Police, and to the removal of those obstructions, which operate as a bar to its progress to maturity, that this Country is ultimately to be indebted for the security of the rights of innocence; for the preservation of life, and liberty; and the support of that excellent Constitution, which, standing on the basis of virtue and morality, is only to be rendered permanent and secure, by preserving its foundation, and by guarding it against the rapid inroads, which relaxed principles, arising  
from

from the sudden influx of wealth, have made upon the best interests of society.

Prejudices, when strongly rooted, produce many evils in public life, although the best intentions may exist. By indulging in habits thus prone to deceive, the understanding loses its proper tone. Deception occupies the station of truth, and the judgment is misled.—Reason loses her distinguishing faculties,—the mind becomes jaundiced, and truth is overwhelmed and enveloped in mist and darkness.

The mind of man can only be enlarged and expanded by cherishing a jealousy against the influence of prejudice, as the means of seeing things as they really are.

In discussing subjects of political economy, this maxim cannot be sufficiently appreciated. It directs the writer to maintain in the course of his argument

ficial arrangements in the Science of Police, which are so imperiously called for by the rapid change which is sufficiently visible in Society.

The emoluments belonging to the Corporation of London, as Conservators of the Rivers Thames and Medway, seem to arise chiefly from fines and amerciaments, which must be very inconsiderable ; since in the course of a Century, only 35 different Offences are stated as having occurred, subjecting the Delinquents to punishment.(s)

In the Statement presented by the City of London, to the Committee of the House of Commons, no emoluments are stated, but the various Rights exercised by the City of London, as Conservators of the River Thames, are in that document classed under the following Heads :

(s) See a Brief Statement of the Title of the City of London, to the Conservancy of the River Thames and Waters of Medway, delivered to the Dock Committee of the House of Commons, in 1799 ; as given in the Appendix, to the minutes of evidence before that Committee, page 92, &c.

In this Document the Corporation rest the title of the City : —1st. on the ground of *prescription*, confirmed by the confession of the Attorney-general, and the judgment of the Court of Exchequer, Trin. Term. 3. Jac. I.—2d. On *Ancient Charters*, particularly those of 8 Ric. I ; 1 John ; 11 Hen. III ; 1 Edw. III ; 3 Jac. I ; 14 Charles II.—3d. On *Acts of Parliament*, particularly 17 Ric. II. c. 9 ; 2 Hen. VI. c. 15 ; 4 Hen. VII. c. 15 ; 27 Hen. VIII. c. 18 ; 14 Geo. III. c. 91.—4th. On *Reports of Legal Determinations*, particularly in *David's Reports*, 56, 57 ; *Siderfin*, 148 ; 4th Institute, 250.—And lastly, On the *Exercise of the Right*, in a variety of instances specified.

A. D.

**I. The right of regulating  
the Shipping.**

One instance stated to  
have occurred in . . . 1669  
Two in . . . . . 1710  
One in . . . . . 1711  
One in . . . . . 1721  
One in . . . . . 1728  
One in . . . . . 1731  
One in . . . . . 1743

**II. The privilege of fixing  
Postrin the River, for  
the conveniency of Ship-  
ping.**

One instance stated to have  
occurred of Posts being  
set up near the Custom-  
house, at the City's expence 1553

**III. The privilege of remov-  
ing Obstructions occa-  
sioned by Wears and  
Steps.**

One instance is stated of  
this right being exer-  
cised in . . . . . 1559  
Another instance occurs in 1612

**IV. The right of Cleansing  
the River Thames.**

One instance occurs of this  
Right being exercised in  
the year 1617, at the ex-  
pence of £.226 16 7  
Another in the year 1624.  
The same document states  
in general terms, " that  
the City of London have  
expended in keeping in  
repair, the Avenues to the  
River Thames, and public  
Stairs and Docks, and  
Cleansing the said River,  
upon an average of the  
last 20 years, the sum of  
£.6950 12 8."

V. The

A.D.

V. <i>The privilege of directing in what places, and the manner in which Ballast should be taken out of the River Thames.</i>	One instance occurs of this Right being exercised in 1659 No instance is stated since that remote period.
VI. <i>The privilege of repairing the Banks and Breaches of the River Thames.</i>	One instance is stated to have occurred in 1572 One on complaint made to the Court in 1723 One in 1725
VII. <i>The privilege of Licensing and permitting Wharfs, Encroachments, and other innocent Projections.</i>	One instance stated in the Reign of Henry VIII. A Water-Bailiff appointed to collect Rents for Port Gallies, Stairs and Encroachments in 1663 One instance to the Navy Board 1788 One to the Trinity-house 1793 One to the Victualing-board 1795
VIII. <i>The privilege of receiving Rents for Projections, and for innocent Encroachments.</i>	<p style="text-align: right;"><i>Yearly Rent.</i></p> Exercised in 1706 . £.1 0 0 and fine of fifty guineas Exercised in 1724 . . 2 0 0 . . . in 1731 a Pepper-corn . . . in 1732 . . 4 0 0 . . . in 1745 . . 3 0 0 . . . in 1762 . 15 15 0

IX. *The*



IX. <i>The privilege of abating, or removing Wharfs, Encroaching into the River Thames.</i>		A. D.
{	Exercised in . . . .	1621
	. . . in . . . .	1681
	. . . in . . . .	1684

X. <i>The privilege of erecting and maintaining, at the City's expence, public Stairs and Landing Places.</i>		
{	Exercised in . . . .	1669
	. . . in . . . .	1672

N. B. The following Stairs were erected, and continue to be repaired at the City's expence, viz.—

<i>Bishopsgate</i>	<i>Aldbaillet Stairs</i>
<i>Sab's Stairs</i>	<i>Puddle Dock Stairs</i>
<i>Summers Quay Stairs</i>	<i>Trigg Stairs</i>
<i>Temple Stairs</i>	<i>Queenhithe Stairs</i>
<i>Cousins Stairs</i>	<i>Three Crane Stairs</i>
<i>Dockgate Stairs</i>	<i>Pauls Wharf Stairs</i>

XII. (*Continued.*)

floating on the same, to seize the said Timber, and convey it to the Bridge-house, or some convenient place, and to keep the same until the owner be known, and shall pay the charges ; and if no owner appears within a year and a day, then to be sold as other goods and things usually are which are found floating on the River.

XIII. *The privilege of Special Views.*

10. January, 19th of Henry VII. (1504). An Inquest was appointed of substantial persons dwelling next the Thames, betwixt the Tower and the Temple, to inquire as to Encroachments and Defaults made and done on the River Thames ; and the Aldermen of the Wards adjoining the said River and the Viewers of the Court were ordered to go with the Inquest, and view and over-see all Defaults.

N. B. No specific instance is stated of this privilege being exercised, since that period.

XIV. *The privilege of granting Licences to erect Mills and Water Works.*

Exercised in . . . . .	1595
A Floating Mill on Barges	
allowed . . . . .	1655
An Engine against Arundel	
Wall, to convey Water	
into Covent Garden, &c.	

XV. *The*

- XV. *The privilege of holding Courts of Conservancy, and punishment of offenders.* { Exercised by the Lord Mayor, as Conservator of the River, generally twice in the year, for each of the four Counties of Middlesex, Essex, Surrey and Kent.
- XVI. *The privilege of regulating the Fishery, in the River Thames and its Tributaries.* { Exercised under ancient Charters, and the more modern directions of the Act of 30 Geo. II. c. 21.

On a general review of these specific Rights and Privileges it will appear, that many of them are burdensome and expensive: and, perhaps, it may be owing to this circumstance that such a small proportion of the whole catalogue of privileges, has been exercised during a century past. The right of regulating the Shipping, appears not to have been exercised for

adequate Fund arising from the profits of the Conservancy to meet such a heavy expence, this, like many other ancient privileges, becomes no less noxious to the respectable Body invested with this right, than it must be injurious to the Navigation of the River; since it would be the height of injustice to require the City of London to appropriate its Funds to a service, requiring a large annual disbursement of money where no benefit arises in return:—Nor is it less injurious to the Trade and Navigation of the River Thames, that so great an object as the preservation of the ancient depth of water, should depend on circumstances and arrangements so hostile to its improvement.

The functions of the Trinity-House, which will be explained in the succeeding Chapter, do not appear to extend further than raising Ballast suitable for Ships; and while no provision is made for the expence, except what arises from the Sale, it cannot be expected that the obstructions caused by an accumulation of Mud in different parts of the River, (which is unfit for ballast) can be removed by either of these Public Bodies, (the City of London, or the Trinity Corporation,) unless it can be rendered so far productive as to defray the expence; and hence arises a most important consideration in respect to this branch of the Police of this great Trading River. The evidence before the Committee of the House of Com-  
 312.) It would seem not to apply to the Pool where the Ships and Vessels are moored.

mons shows, and indeed, it is admitted on all hands, that a most alarming evil exists with respect to the progressive diminution of the depth, against which there appears to be no remedy provided. If it had been so, the evil could not have increased; but as the cause is now explained, and as it is obvious that there exists no direct responsibility with respect to the preservation and security of the Navigation of the River, it would seem highly expedient that some mode should be devised before the difficulties increase.

In addition to these privileges which have been specifically detailed, the Lord Mayor and Corporation have recently had new Powers conferred, and new Duties imposed, on them by the *Wet-Deck Act* already noticed; which, proves that the privilege of

previously duly examined by the Trinity Corporation, and obtain a Certificate of their fitness) to execute the Office of *Harbour-Master* in the Port of London, and the Canal and other Works; (except the Docks and their Appurtenances; and except such parts of the River Thames, at *Limchouse-hole* and *Blackwall*, as shall be within the distance of 200 yards from any entrance out of the River into the Works of the West-India Dock Company.)—These Harbour-Masters may be suspended or amoved on sufficient cause, by the Corporation; and have power and authority given them, (subject to the regulations and restrictions hereafter mentioned,) to direct the Entering, Mooring and Unmooring, Moving and Removing, all Ships, Vessels, Lighters and Craft, (except those of the Trinity-house,) coming into, lying, or being in the Port of London, and in the Canal and Cuts, or any of them, (excepting the Docks and such parts of the River as were before excepted.)—Also to regulate the times and manner of their entrance into, lying in, or going out of the same; and their respective Births, Stations, Positions, Lading, and Discharging therein; and the time, or times, of opening and shutting the several Gates of the said Canal. And in case the Owner, Master, or Pilot, &c. having the charge or command of any Ship, or Vessel, shall refuse, or neglect, to Moor, or Unmoor, Move, or Remove any Ship, according to such direction, within twelve hours after notice given

given in writing, or left with some person on board the Ship or Vessel for that purpose; then the said Harbour-Masters, and their Assistants, are required to Moor, Unmoor, Move and Remove, such Ship or Vessel, and the charges and expences thereof respectively shall be repaid, together with a sum not exceeding Ten nor less than Five Pounds for each offence, by the Master or Owner, or the person having the charge or command of such Ship; and may be recovered by the Corporation of London from the Owner of the Ship, in case of non-payment thereof, on demand; and in case any Master, Commander, Mate, Pilot, or other person, shall obstruct, or hinder, the Mooring, Unmooring, Moving, or Removing, of any Ship or Vessel in the said Port, (with the aforesaid exceptions,) and

Brethren of the Trinity-house, that any person appointed to execute the Office of Harbour-Master, has neglected his duty, or misconducted himself, such person shall be discharged, and shall be incapable of being again restored to his Office; and another shall be appointed by the Lord-Mayor.—All Harbour-Masters are directed to attend the Trinity-House whenever required, by a writing under the hands of any three or more of the elder Brethren.

By § 83, the intended Canal, Cuts, and Works, are declared to be under the protection of the Lord-Mayor, as Conservator of the River Thames, as if actually part of the River.

By § 84, the Canal, and the New Docks, &c. are declared to be parts of the Port of London; and Vessels resorting thereto, are to be subject to all Port regulations and duties.

By § 85, Goods Landed or Shipped upon or from the intended Quays, or Wharfs, in the New Docks, are declared to be subject to the same regulations, &c. as if Landed or Shipped on or from the present Legal Quays.

By § 86, the Quays in such of the Docks as shall be walled round, are declared to be Legal Quays.

By § 108, the Lord-Mayor, Aldermen, and Common-Council, are authorized to make Bye-Laws, Rules, Orders, and Regulations; for the good Government of the Harbour-Masters, and other persons, to be employed under the Act by the Corporation,—for regulating the Works, &c. authorised



to be made by them, while making, and when completed :—for the more safe and convenient Navigating, Placing, Mooring, and Unmooring, Ships, and other Vessels, in the River Thames, &c. (Docks, &c. excepted :)—for the better Governing, and Regulating, all Masters of Vessels, Pilots, Lightermen and others, within the said Port, Canal, and its appurtenances :—for preventing damage being done to Shipping, Lighters, and Craft, or any Goods, Wares, or Merchandise, by the issuing of the Waters from Houses and Buildings ; and such other Bye-Laws as they shall deem necessary and expedient, so as the same shall not be inconsistent with this or any other Act : and also, to repeal and alter the same Bye-Laws, and to affix reasonable

By § 108, the penalties inflicted by these Bye-Laws, are recoverable by distress and sale, by warrant of any one Justice of the Peace, within whose jurisdiction the offences are committed; who if the penalties are not paid, may commit the Offender for twenty days, or till payment of the same.

By § 175, (which saves the rights of his Majesty and the Corporation,) the Lord-Mayer is empowered, in like manner as he hath used on other occasions, to inquire of, hear, and determine, “by presentment, or indictment, taken before him, as Conservator of the said River and Waters, all offences contrary to *this Act*, or such Bye-Laws, Rules, and Regulations, as shall be made as aforesaid; and upon conviction of the Offenders, to impose any penalty not exceeding what is inflicted by the Act, or by the Bye-Laws, for such offence.”

By § 136, “In consideration of the security, accommodation, and dispatch, which will be produced by means of the Canal, as safer and more expeditious for Ships and Vessels, than the present circuitous and dangerous passage round the Isle of Dogs; and in consideration of the great charges which will be occasioned by Maintaining, Repairing, and Improving, and Managing the said Canal, Cuts, and other Works, and by Providing and keeping a sufficient number of Lock-keepers, and other Officers and Servants, and Draught-horses, for the assistance and proper accommodation of Vessels in such passage.”—The Mayor, and Commonalty,

monalty, and Citizens of London, and their Successors, (from and after the expiration of three years, next ensuing the time when the Canal shall be first ready for use, and notice shall have been given of the same in the London Gazette, and two or more public Morning News-papers usually circulated in London,) are authorised to ask, demand, take and receive, (over and above the other Tonnage Rates, made payable to His Majesty, and also the dues to the West-India Dock Company,) of and from all Ships, Vessels, and Craft, which shall enter and make use of the said intended Canal: any Rate or Rates not exceeding the following—

1. For every Ship, or Vessel, Lighter, Barge, or other Craft, Laden, or Unladen, entering

Aldermen, and Common Council, shall appoint; and shall be paid only once for each and every transit, or passage, across the Isle of Dogs, whether upwards or downwards; and such Duties shall be paid by the Collectors into the Chamber of London.

By § 145, the Common Council are empowered to lower these Transit Rates, (on examining the accounts to be kept concerning the Canal, &c.) and again to raise them when necessary, but not beyond their original height, as before stated.

By § 157, the Chamberlain is directed to keep accounts of all receipts and disbursements to and by the City, arising as well from the said Transit Rates, as from the money directed to be advanced to them, (see Chap. X. p. 295.)

By § 159, he is also directed yearly, after the Works shall be begun, to lay before Parliament, and the Treasury, true accounts of the receipt and application of all money received by the City by virtue of this Act.

By § 155, the application of the produce of these Transit Rates, is directed to be as follows:—1st. For paying the charges incurred in collecting and receiving the same.—2d. For paying compensations for Losses, and deficiencies of Tythes, Taxes, Sewer-Rates, and other Rates and Assessments.—3d. In discharging the necessary expences of Attending, Managing, and Regulating, (after being finished,) and in Maintaining, Repairing, Preserving, and Improving, the said Canal, &c. including the charges

charges of towing Ships, and opening and shutting Flood-gates: *and lastly*, all the residue or overplus, is to be applied in creating a Fund, in aid of the said Transit Rates, in order that they may in due time be lowered.

For the transacting of all the Corporation business respecting this Act, the Common Council are authorised to appoint Committees; on which, persons interested in any Contracts, are not eligible. These Committees are empowered to contract with proper persons, (whether Freemen of London or not,) for performing the Works to be done by the Corporation: Previously to the making such Contracts, notice is to be given in the Public Papers, and all Contracts are to be signed on behalf of the Committee by their Clerk, and entered in a proper book. Finally, the Common Council and

certain classes of Labourers in specific branches of Commerce, who, by the appointment of the City of London, possess exclusive privileges, so far as relate to the measurement of *Coals, Grain, Salt, Fruits, Vegetables, &c.* water-borne on the Thames.

Certain other privileges also attach to the Garbling of Merchandise Imported, (except Tobacco,) and to the Package, Scavage, Balliage, and Portage of Goods, and the Package of Cloth.

420 privileged Carts, belonging to the Fellowship of Carmen, (*u*) are also regulated by the City of London, who give security, and have the exclusive privilege of acting for hire in the City. They are also compellable to do the Cartage business of the Port when called on, and are responsible for the safety of their Load, and the conduct of their Servants. They pay annually 17s. 4d. to the Governors of Christ's-Hospital for their Licence, and 23s. 6d. for every Transfer, which is generally sold for about £.100.

Tackle-house Porters, (who have about 1,500 Ticket-Porters (*x*) under them,) are also regulated by the City of London. They have the privilege of performing the labour of Unshipping, Landing, Carry-

(*u*) These are stated in the Minutes of the Dock Committee of the House of Commons, May 30, 1797, to support 600 families. This Society was instituted in 1665.

(*x*) It is stated in the same Minutes, that there are 1500 Ticket-Porters in all, who work under the Tackle-house Porters, of which, about 500 are employed in the business of the Water-side.

ing, and Housing the Goods of the South-Sea Company,—the East-India Company, and all other Goods, except from the East-Country,—the produce of the British Plantations, and Ireland, and Goods Coastwise.—They give Bond for £.500, to make restitution in case of loss or damage, and are limited to Rates settled by the City of London. In performing the labour of the Port, if Ticket-Porters are not at hand, they may employ any that offer.

The Ticket-Porters are persons appointed by the City of London, and have granted to them the exclusive privilege of unshipping, landing, and housing Pitch, Tar, Soap-Ashes, Wainscot Fir, Poles, Masts, Deals, Oars, Chests, Tables, Flax and Hemp, brought to England from the East Country ; also Iron, Cordage, and Timber, and all Goods of the produce of

An endeavour has thus been made to develop the nature and extent of the Functions of the City of London, as they relate to the Police Regulations, applicable to the Port of London and the River Thames. As they are exceedingly extended it may be useful to bring the whole under the review of the Reader, by the following

## RECAPITULATION,

ENUMERATING THE DIFFERENT PRIVILEGES AND FUNCTIONS EXERCISED BY THE CITY OF LONDON, IN RESPECT TO THE RIVER THAMES AND PORT OF LONDON.

### *I. Conservatorial Functions.*

- 1st. To regulate the Fisheries in the Thames and Medway, and to make Bye-Laws.
- 2d. To preserve the River from injurious Encroachments.
- 3d. To cleanse the River, and to preserve its Depth by the removal of Mud and Filth.
- 4th. To prevent and remove Nuisances and Obstructions of every kind.
- 5th. To repair Banks and Breaches in the River.
- 6th. To erect Posts for the Conveniency of Shipping.
- 7th. To maintain and keep in repair certain Public Stairs.
- 8th. To



- 8th. To grant Licences to erect Wharfs, Steels, Causeways, and other innocent Projections.
- 9th. To take up and lay down Mooring-Chains for the Conveniency of Shipping.
- 10th. To appoint a Water-Bailiff to superintend the Fisheries, and to prevent Entrenchments, Obstructions and other Nuisances in the River.
- 11th. To make Bye-Laws for the Regulation and the proper Birthing of Ships, Vessels, and Craft in the River Thames, and also, Rules for Harbour-Masters.
- 12th. To manage and direct all matters relative to the Canal across the Isle of Dogs, and to collect the Rates thereon.
- 13th. To appoint one or more Harbour-Masters to attend to the Birthing of Ships, and to the well-ordering of the Port.

4th. To appoint, in conjunction with the Governors of Christ's Hospital, and to regulate and control Carroons or privileged Carts, 420 in number, to convey Merchandise to and from the Landing Places, to the Repositories of the Merchants ; about 600 in all, including Servants.

III. *Functions applicable to the Measurement of Coals, Corn, Salt, Fruit, and Vegetables, imported.*

- 1st. To appoint sworn Meters, for measuring Coals in the Port of London, and to control and regulate, in a certain degree, this important branch of Trade.(y)
- 2d. To appoint Corn Meters, and to regulate and control the Importation of this important necessary of Life.
- 3d. To appoint Measurers for Salt, and also Fruit and Vegetables, water-borne on the Thames.

IV. *Functions applicable to the Garbling, Package, Scavage, Balliage, and Portage, of Merchandise exported and imported.*

- 1st. An old Law of James I. for the well-garbling of spices in London, (Stat. 1. Jac. I. cap. 19.)

(y) The directions of the Charter of 12 Jac. I. with respect to this necessary Article of Subsistence, are not unworthy attention at the present time.

being

being by length of time, found useless, if not prejudicial, was repealed, by Stat. 6 Ann. c. 16. and an equivalent was given to the City of London, for the Profits formerly made of the Garbler's Office, by laying a Tax of 40s. yearly, to be paid to the Chamberlain of London by all Brokers; nevertheless, The Lord Mayor, Aldermen, and Common Council, may still, if they think fitting, appoint a Garbler who, at the request of the Owner of any Spices or Drugs garbleable, and not otherwise, shall garble the same, at such Fees as the Lord Mayor, &c. may appoint.

- 2d. The privileges of the *Package* of Cloths and certain other outward-bound Goods of Foreign Merchants, Denizens or Aliens; of *Strangers*

These Functions are of great moment, and from their accurate and proper execution, advantages of a very extensive nature are to be derived by the Community; while in the present state of Society, and from the magnitude of the Commercial Interests of the Port, infinite mischief and inconvenience must result from a relaxed or inattentive execution of the important Duties which the City of London has imposed upon itself.

To the individuals who compose the respectable Body of the Corporation of London, the utmost confidence is due, both on account of their integrity and talents; but in their private capacity no responsibility attaches, while in their Corporate Situation, the obligation to perform a Duty is considered to extend no further than to make an order, "*that it shall be carried into effect.*" Whether therefore, in the execution there is merit or demerit, is not an object of Inquiry or Cognizance, unless some gross misconduct urges a complaint or accusation. An Individual follows up his directions, and sees that they are carried pointedly into execution. Where an *onus* or responsibility rests there is Security: Where it does not, in spite of the best Guards that can be devised, and even the best and most patriotic intentions on the part of many of the Individuals, who compose great Public Bodies, relaxation will be manifest, and inconveniences will consequently be felt by the Public.

..... A hope

A hope however may be indulged, that from the collected view in which these important Functions have been placed, and from the great consequence of an uninterrupted conscientious execution, many worthy Members of Society, who now are or hereafter may become Members of the Corporation of London, will feel impressed with the weight of the trust committed to their charge; and by a zealous and patriotic regard to the Public Good, ~~counteract~~ those inconveniences and obstructions which this species of superintendence generates in this and every other Country, where Commerce is conducted.

## C H A P. XII.

*Powers and Functions of the TRINITY-HOUSE CORPORATION, as relating to the Thames and Port of London.—Their original Foundation and Incorporation.—The Stat. 8 Eliz. cap. 13.—Their Charters and Bye-Laws.—Recapitulation of their Powers, by Charter and Antient Statutes, under Eight different Heads.—Their Power, as to Pilots, enlarged and confirmed, by Stat. 5 Geo. II. cap. 20.—An Abstract of that Act, as relates thereto :—and to Gunpowder, &c.—Abstract of the Act 6 Geo. II. cap. 29. for Regulating Lastage and Ballastage.—Rates payable to the Corporation for Ballast.—Abstract of the Act 32 Geo. II. cap. 16. for further regulating Ballast and preventing the accumulation of Dirt, Rubbish, &c. in the River :—An important Clause of that Act, to be observed by House-Keepers in London, to prevent Dirt being thrown in the Streets and Kennels.—Powers of the Trinity Corporation, under the Bumboat Act, 2 Geo. III. cap. 28.—Under the Wet-Dock Act, 39 Geo. III. cap. lxxix.—Respecting Light-Houses, and the Dues payable to the Corporation, by Ships passing the same.—Recapitulation of the Powers and Privileges of the Corporation, by Modern Statutes, under Eight Heads.—Concluding Observations on the great Credit due to the Members of the Corporation, for their attention to the performance of their various Duties.*

This Body received their first same Monarch, in the Fourth which confirmed to them not only privileges of the Mariners of England (incorporated before) but also the Possessions at Deptford.

The object of this foundation and encouragement of Navigation and Government of Seamen ; and the Merchant Ships ; for which privileges granted them in their Charter, to

By the Statute, 8 Eliz. cap. 1  
This respectable Body is recognized, as—“ A Company of the chief  
“ expert Masters of Ships, who are  
“ themselves, charged with the  
“ Queen’s Majesty’s Royal Navy  
“ see the good Increase and Maintenance  
“ and of all kind of men, traded

“ vice.”—The Preamble of the Act also states,—  
 That “ forasmuch as by the destroying and taking  
 “ away certain Steeples, Woods, and other marks stand-  
 “ ing upon the Main Shores adjoining to the Sea-  
 “ Coasts of this Realm, of England and Wales, being as  
 “ Beacons and Marks of Antient Time, accustomed for  
 “ Seafaring Men, to save and keep them and the  
 “ Ships in their charge from sundry Dangers there-  
 “ to incident : divers Ships, with their Goods and  
 “ Merchandise, in sailing from Foreign Parts to-  
 “ wards this Realm of England and Wales, and  
 “ especially to the Port and River of Thames, have  
 “ by lack of such Marks of late years been miscar-  
 “ ried, perished, and lost in the Sea, to the great  
 “ detriment and hurt of the Common Weal, and the  
 “ perishing of no small number of people : ”

To remedy these inconveniences the Trinity Cor-  
 poration are authorised at their will and pleasure,  
 and at their own cost, to set up as many Beacons,  
 Marks, and Signs for the Sea, in such places of the  
 Sea-Shores, and Uplands near the Sea-Coasts, or  
 Forelands of the Sea, only for Sea-Marks, as to them  
 shall seem requisite ; whereby the Dangers may be  
 avoided, and the Ships the better come into their  
 Ports without peril.—Power is also given at the Costs  
 and Charges of the Corporation, to maintain and re-  
 new the said Sea-Marks.

The same Act prohibits the removing or taking  
 down any Steeples, Trees, &c. standing as Beacons



or Sea-Marks; under penalty of 100*l*. or in default of Payment, the Offender to be *ipso facto* considered as an Outlaw.

It also authorises the Trinity Corporation to license Mariners and Seamen dwelling about the River Thames, as well between their Voyages as at other times, to row their own Wherries, or any other Wherries by them hired, or wherein they shall be employed to work up and down the said River Thames, to apply and follow the ordinary passing and carrying the Queen's Majesty's People to and fro, as other Watermen, commonly called Wherry-men, are accustomed to do.—" That these Mariners may  
" thereby the better keep and refrain themselves  
" from Folly, Idleness, and Lewd Company; and  
" for the Relief of them, their Wives, and Children."

ber of Younger Brethren, composed of Nautical Men who have certain privileges and immunities granted to them, such as being exempted from either serving in or contributing to the expence of the Militia, or serving on Juries and Inquests.(c) Their House and Offices have been recently removed to Tower Hill, where the Meetings of the Corporation are held every Thursday, and where there are various Officers under the direction of a Secretary, constantly in attendance.

Under the authority of this Charter of King James II. the Corporation made certain Bye-Laws, which were confirmed by the Lord High Chancellor, and the Judges, on the 24th of June 1687 (by Virtue of the Stat. 19 Henry VII. cap. 7.) Of these Bye-Laws the following is an Abstract :—

- 1st. Every Master, Pilot, or other Seaman, refusing to appear when he shall be summoned before the Corporation, shall forfeit as follows,—the Master or Pilot, 13s. 4d. and Mariners, 2s.
- 2d. Every Mariner going to Sea, without paying the Duties, as they ought, to the Corporation, shall pay double on their return, in addition to what may arise on the new Voyage.
- 3d. Every Ship-master and every Mate, who shall not be on board their respective Ships in the River Thames, at or above Blackwall, while the Ship is lading or discharging, to see the Merchandise orderly and safely received or deli-

(c) Stow's History of London.

4th. Every Ship-master crying men aboard  
or keeping any fire therein in the  
[Another part of this Bye-Law relat  
discharge of Gunpowder, and the  
now regulated by the Statute, 5 Geo.

5th. [This Article of the Bye-Laws res  
and firing of Guns, now also regula  
5 Geo. II. cap. 20.]

6th. Every Ship-master homeward-bound  
persons navigating Bumboats, carryi  
Strong Waters, to come on board  
shall suffer the Dirt of their Ships to  
Boats, at unseasonable hours of the  
over-board in the River, shall forfeit

7th. Every Master who shall suffer Goods  
heaved out of his Ship, without havi  
cell of the Port, or (if a small Vess  
overhang the side of the Lighter, sha

8th. Every Person refusing or hindering  
appointed by the Corporation, on

be an Elder Brother of the Corporation, and the obstructing him is by that Act punished with a Penalty of 5*l*.]

9th. Any member of the Corporation, who shall set his name to any Bill, Petition, &c. to Parliament or inferior Jurisdictions, in name of Seamen in general, without the consent of the Master, Warden, and Assistants, shall forfeit 5*l*.

10th. Every Mariner who shall swear, curse, or blaspheme, while on Ship-board, shall forfeit 1*s*. to the Poor's Box.

Every Mariner hired to serve on board of any Ship, who shall lie on shore during the Voyage without leave, shall forfeit 2*s*. 6*d*. to the Poor's Box.

Every Mariner being in perfect health, who shall absent himself from prayers, being performed according to the Liturgy of the Church of England, and who shall not repair thither, after the ring of the Bell, shall forfeit 6*d*.

Every Mariner who shall be drunk, shall forfeit 1*s*.

Every Mariner who shall be obstinate and stubborn, and who shall not obey the Master's lawful commands, or the Mate's or Boatswain's, in his absence, shall forfeit half his Month's Pay.

11th. Every Mariner shipping himself with any Master for a Voyage, and afterwards deserting, and shipping himself with another ;—the Master with whom he sails may detain 2*s*. in the pound of his Wages, for the time he serveth in the Ship.

12th. Every Commander of a Ship hiring any Mariner to sail with him on a Voyage, shall take in writing, under the Seaman's hand, upon what condition he is entertained and to submit himself to the Bye-Laws of the Trinity-House.

The Forfeitures to go to the Poor of the Corporation.

In addition to the foregoing powers, the Charters granted to this Body, together with the subsequent Acts of Parliament, authorised them to appoint *Leadsmen* or *Guides*, to conduct Ships and Vessels out of the River Thames and Medway; and to make orders for the maintenance and increase of Navigation, and the government of Mariners; and for preventing annoyances on the River Thames. (*d*)

Upon the whole, the functions of this Corporation, exercised by virtue of those Charters (and ancient Statutes) may be summed up under the following heads:—

- I. They manage and superintend an extensive Charity, and exercise the patronage created by a Fund, arising from the Profits of the sale of Ballast, &c. and applied for the relief of poor Seamen and their Widows, and for the support of two Alms-houses, at Deptford, in Kent, and two at Mile-End, Old-town, in Middlesex, which are well endowed, and have become comfortable Asylums for superior classes of decayed Mariners and their Widows.
- II. They were empowered to punish Seamen for desertion, or mutiny, in the Merchants' service.—[But this has become obsolete.]
- III. They were also authorised to hear and determine all Complaints of Officers and Seamen in the Merchants' service, subject to an appeal to the Lord High Admiral.—[But such authority has not been exercised for a considerable length of time.]

(*d*) See the preamble to Statute 5 Geo. II. c. 20 in a subsequent page of this Chapter, (p. 344) from which it appears that the Trinity House exercised a concurrent jurisdiction with the City of London, relative to damages and annoyances on the River.

IV. They are authorised to license poor Mariners, (although not free of the Watermen's Company) to ply for hire in the River Thames.

V. They are authorised, as nautical men, to examine persons who are candidates for the situation of Masters and Mates in his Majesty's Ships of War, and to certify their fitness.

VI. They examine the Youths in Christ's Hospital, who receive a mathematical education with a view to nautical pursuits.

VII. They appointed and regulated Pilots.

VIII. They have the sole privilege of supplying Ships with Ballast, that pass between London-bridge and the Main Sea.

These appear to be the rights exercisable by the Corporation under their Charters and Bye-Laws. With respect to the two latter, and most important of them, it was soon discovered in the progress of society, that stronger powers were necessary than those conferred by the Charters; not only to prevent innovations and abuses, but also to remedy damages and annoyances upon the River. Accordingly, in the year 1732, this respectable Body found it necessary to apply to Parliament, when their exclusive powers respecting the appointment and control of Pilots were confirmed and explained by the Act 5 Geo. II. c. 20.(e)

By

(e) The following are the words of the preamble of this Act, to which some allusion has been already made, and which will more fully explain the nature of the jurisdiction claimed and exercised by this Corporation :—

“ Whereas

By § 1 of this Statute, it is enacted, that every person, taking upon himself the charge of any Ship

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“Whereas the Master Wardens and Assistants of the Guild, Fraternity, or Brotherhood of the most glorious and undivided Trinity, and of St. Clement, in the parish of Deptford Strand, in the County of Kent, have, for above 200 years last past, been a Corporation, and by long usage, and by virtue of divers Letters-patent, granted to them by the Crown, been authorised and empowered to appoint Pilots, Loadsmen, or Guides, to conduct Ships and Vessels out of the Rivers of *Thames* and *Medway*, through the North Channel to or by *Orfordness*, and round the *Long Sand-Head*, into the *Downs*; and from and by *Orfordness*, up the North Channel, and the Rivers of *Thames* and *Medway*, and also to make such Orders and Constitutions as should be necessary for the wholesome government, maintenance and increase of Navigation, and of all sea-faring Men, coming, or being within the River of *Thames*; and in pursuance of such powers, and by ancient usage, have, from time to time, appointed a competent number of Pilots for the purposes before mentioned, and made Orders, from time to time, for the better regulation and government of the same; and also for preventing mischiefs, damages, and annoyances upon the said River; but divers persons, without examination, licence, or authority, by, or from the said Corporation, have taken upon themselves to act as Pilots or Loadsmen, and to conduct and guide Ships and Vessels to and from the several places aforesaid, to the great hazard of such Ships and Vessels, and their Cargoes, and the lives of the persons on board the same; and to the obstruction of Navigation within the said limits, and the prejudice of lawful and licensed Pilots, who attend wholly on that service, and on which their livelihood chiefly depends: And whereas great losses by fire may happen to Merchants and Owners of Ships occasioned by Powder being taken in and remaining on board, while Ships lie in the River of *Thames*, and by heating of Pitch, Tar, Rosin, Grease, Tallow, Oil, and other combustible matters and things on board Ships and other Vessels, lying in the said River: And whereas, by keeping Guns shotted on board Ships, lying in the said River, and by firing Guns in the night time, not only the Ships lying in the said River, but also

as Pilot down the River of Thames, or through the *North Channel* to or by *Orfordness*, or round the *Long Sand-Head* into the Downs, or down the *South Channel* into the Downs, or from or by *Orfordness*, up the *North Channel*, or the River of *Thames*, or the River *Medway*, without being licensed under the seal of the Corporation, shall, on conviction, before two Justices of the Peace, for the City of London, or the Counties of *Middlesex*, *Essex*, *Kent*, or *Surry*, within their respective jurisdictions, forfeit 20*l*. But the Act does not extend to an obligation on the Master of any Ship or Vessel, in the Coal or Coasting Trade, to employ a Pilot. And it has been determined, that this penalty does not attach on persons steering Vessels from one Wharf to another, down the River, for the purpose merely of unlading their Cargoes.

The same Act (§ 8) subjects all licensed Pilots to the regulations and government of the Corporation (except with regard to keeping their turns, and settling the rates of Pilotage) and to the payment of a sum not exceeding one shilling in the pound

also his Majesty's Docks and Yards, and the Tower and City of London, and the lives of divers persons may be greatly endangered: And whereas the powers and authorities vested in the said Corporation, are found not sufficient or effectual, to remedy and prevent the mischiefs and ill-practices before-mentioned: Therefore, for promoting and securing a more safe Navigation for Ships and Vessels, in the River of Thames, and for the more effectual preventing and remedying the dangers, mischiefs and annoyances upon the said River, below London bridge;" It is enacted, &c.

on



on their part, for the benefit of the poor. A power is also given by the Corporation (by § 9) to call in the Warrant of any Pilot, who misconducts himself; after a full examination of the case.

The same Act, after establishing certain regulations respecting Gun powder, firing of shotted Guns, and the use of Pitch, Tar, &c. on board of Ships and Vessels between London bridge and Blackwall; (which will be noticed hereafter,) declares (§ 5) that for the better discovery of Offenders, it shall be lawful for the Master, Wardens, and Assistants, to appoint any Elder Brethren, by an Instrument under their Common Seal, between sun-rising and sun-setting, to board any Trading Ship or Vessel, and search for Powder, Guns shotted, and the burning and melting of Pitch and combustible Materials, within the Limits stated in the Act:

The Statute 6 Geo. II. c. 29,—(*entitled an Act for the better Regulation of Lestage and Ballastage, on the River Thames*)—Recites, “That the Trinity House have, by grants from the Crown, the Lestage and Ballastage, and the sole right of supplying all Ships and Vessels with Ballast, that sail between London bridge and the Main Sea, at the rates and prices accustomed; and that they are entitled, and have a right to dig, and take up the Gravel, Land and Soil of the River of Thames, for Ballasting such Ships and Vessels as aforesaid. That for this purpose they have employed, for several years, 60 Ballast Lighters and 120 men, to dig and raise Ballast from the Shelves and Sand Banks of the River, for Ships and Vessels having occasion for the same. That by this operation the Channel of the River had been considerably deepened, and several obstructions to the Navigation removed :

“That 4d per Ton had been paid by the Corporation, to two Ballast-men, for raising the same, and 2d. per Ton for the use of the Lighters,—in all 6d. That the Corporation have received 9d. per Ton for Ballasting Ships employed in the Coal Trade, and 12d. per Ton for Ballast furnished to British, and 16d. per Ton to foreign Ships and Vessels. That the Net Profits arising from these Rates and Duties, are applied towards the maintenance and relief of many hundreds of decayed Seamen, their Widows and Orphans. That great Frauds had been committed by Ballast-men in not delivering the due Tonnage.

That

That the Ballast-men and Owners of Lighters, had represented that the price of Provisions and Labour had greatly advanced, and that by reason of the River being much deeper, the Ballast was more difficult to be raised than formerly, and further to be fetched, and the Lighters were obliged to be stronger built, and to be fitted with Masts, Sails and other Rigging; and that unless the Wages and Hire of Ballast-men and Lighters were raised, the Lighters could not be made seviceable for the purpose intended, nor the Ballast-men maintain themselves and families :

“ That the Ballast-men had entered into a Combination, refusing to work, and had demanded and received, from several Ship-Masters, an advance of 3d. per Ton.”

As a remedy against these Frauds and Abuses, it is enacted, that the following Prices shall, in future, be paid to the Trinity-House Corporation, for all Ballast demanded and entered at their Ballast-Office.

For every Ton of 20 cwt. carried to Vessels in the Coal				
Trade	-	-	-	12d.
-	-	-	to any British Vessel	15d.
-	-	-	to any Foreign Ditto	19d.

And that the Corporation shall pay for raising and carrying the same, the following Rates :

To two Ballast-men (per Ton) for their Labour	6d.
For the use of the Lighter, for every Ton	3d.

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Total per Ton . . . 9d.  
But

But these Rates are in no respect to alter the price of *Washed Ballast*, delivered to any Ship.

Upon oath, before the Supervisor of the Ballast-Office, being an Elder Brother, Ballast-men shall forfeit 2s. 6d. per Ton, for ~~short~~ deliveries of Ballast, which shall afterwards be made good by the Corporation to the party injured, under the penalty of 50l. to be recovered in the Superior Court, (§ 3, 4.)

A penalty of 5l. is inflicted (by § 6) on Ballast-men refusing to work at the wages appointed, or not conforming to the directions of the Rulers of the Ballast-Office—For breach of contract, or joining in combinations to raise wages.

A Regulation is also established for more correctly ascertaining the burthen of the Ballast Lighters, by marks on the stem and stern, that the Tonnage may be computed by a gradual progression of two Tons and a half; and for the purpose of preventing Frauds in this respect, the body of Ship-masters taking Ballast, may appoint persons to inspect the marks of the Lighters, and on discovering or suspecting any fraudulent alterations, suspicious Lighters are to be weighed within ten working days after a request is made to the Corporation, and if a Fraud is detected, the offending party shall forfeit 5l.—if not, the person applying shall pay the expence of re-weighing the Lighter. (§ 7, 8.)

When Ballast Lighters are conveyed to Ships; the Masters may appoint the Mate, and any other person

person to inspect the Lighter's depth in the water, for which purpose, the Ballast-men are required to trim such Lighter so as to make the same swim at equal marks at stem and stern, and pump all the water out. In case of obstructing such examination, or delivering Ballast until every thing is done, as directed in the Act, to obtain satisfaction that no Fraud is committed, the Ballast-men shall forfeit 5*l*. (§ 10.)

Where Lighters are employed in raising Ballast, without being previously weighed, marked, numbered, and allowed by the Trinity Corporation; or where the gauge marks denoting the Tonnage, or the number of any Lighter in the service of the Corporation, shall be counterfeited, removed, or defaced, the offender, on conviction, shall forfeit 10*l*. (§ 11.)

Ballast-men demanding and receiving money from Masters or Officers in Ships, for, or on account of any Ballast, or the delivery of the same to such Ship, shall, on conviction, forfeit 2*l*. (§ 12.)

Except in respect to the lowering of Wages, all Ballast-men shall be subject to the Regulations of the Corporation. (§ 13.)

By § 20 of this Act, *Bricks, Tiles, Lime*, or any other merchandisable commodity, may be carried as Ballast without paying any thing to the Corporation for the same.

The penalties and forfeitures under this Act, are to be applied (except where specifically directed otherwise) in satisfying and defraying the losses and damages

damages sustained by the Corporation in consequence of Frauds committed, and in making good deficient Tonnage; and the residue to the poor of the Corporation. (§ 21.)

This Act, which was limited to five years, was afterwards continued by Statute 16 Geo. II. c. 21. for eleven years more, and by subsequent Acts till June 24, 1805. It is also amended and extended to other objects, by the Statute 32 Geo. II. c. 16.

This Act is entitled—*An Act to continue, amend, explain, and render more effectual, an Act made in the 6th of His Majesty, for better regulating Lastage and Ballastage, in the River Thames; and to prevent putting of Rubbish, Ashes, Dirt and Soil, in the said River, and in the Streets, Passages and Kennels, in London, and the Suburbs thereof; and in Westminster, and such part of the Dutchy of Lancaster as is in Middlesex, and for allowing a certain quantity of Dung, Compost Earth, and Soil, to be yearly shipped as Ballast from the Laystalls, in London, on board any Collier or Coasting Vessel.*

After reciting that the preceding Acts had greatly tended to the preventing Frauds and Abuses then before committed by Ballast-men, and also to the preservation of the Navigation of the River, the encouragement of Trade, and the maintenance and relief of decayed Seamen, their Wives, Widows and Orphans, from and after the 24th June, 1759, authorises 3000 Tons of Dung, Compost Earth, or Soil, to be shipped as Ballast, from any  
part

part of the River Thames; besides 2000 Tons of Dung from the Laystalls, (over and above the 3000 Tons authorised by 6 Geo. II. c. 29)—3000 Tons of Chalk and Rubbish for Ballast, in Coasters—and 2000 Tons of Sope Ashes; provided that entry is made of all commodities shipped as Ballast, and 1d. per Ton paid to the Trinity-house for licence and authority.(f)

This Act, (besides enforcing whatever relates to weighing, marking, and numbering the Ballast Vessels) establishes an important Police Regulation, with respect to Vessels coming up the River Thames in Ballast; by prohibiting, under a penalty of 5l. its being discharged or thrown into the River, and directing that it shall be laid or put, at the expence of the Owner or Master of every Vessel bringing Ballast, *on some common Wharf or Quay near the River, or some ground or place above high-water mark*, or unloaded into Lighters of the Trinity-House, who are to furnish them on demand made within three days, or forfeit 50l. for neglect, or refusal, unless occasioned by frosty or tempestuous weather; for

(f) By Stat. 36 Geo. III. cap. 110. reciting, that it is expedient that Lime, Limestones, and other Articles necessary for the cultivation and improvement of Land, should be removed *Coastwise* with as little expence as possible:—It is enacted, that no Sufferance, Warrant, *Transire*, or other Document, shall be required by any Officer of the Customs, on the shipping, carrying or landing *Coastwise* within Great Britain, of any Lime, Limestone, Chalk, Sand, Marle, or Dung, nor shall any Fee be charged or taken by any such Officer, on the shipping, removing or landing *Coastwise*, any of the said Articles, on any pretence whatsoever.

which

which service the Corporation are entitled to demand 6d. per Ton, for every Ton of Ballast received into their Lighters, in 24 hours after the same shall be carried away; which money shall be applied to the use of the Poor of the Corporation, (§ 8, 9, 10.)

Any person throwing any Rubbish, Ashes, Dirt, or Soil from any Wharf, Quay or Bank adjoining, or near the River Thames, or out of any Barge or Lighter, shall, on conviction, forfeit 40s. (§ 11.)

By § 13 of this Act(g) it is recited "that great quantities of Rubbish, Earth, Sand, Ashes, Dirt, Filth, and Soil, are frequently thrown into the Streets, Lanes, and Common Passages, of the Cities of London and Westminster, and the Liberties and Suburbs thereof, and that Scavengers or Rakers, whose duty it is to cleanse such Streets, do frequently put Rubbish, Earth, Sand, Ashes, Dirt, Filth and Soil, into the Kennels, from whence it is carried or forced down into the River Thames, to the manifest prejudice of the Navigation thereof, as well as to the annoyance of the Docks and Wharfs, contiguous to the said River;" for remedy whereof it is enacted, that no Person shall lay, throw, or put any Rubbish, Earth, Sand, Ashes, Dirt, Filth, or Soil, in any Street, Lane, Commonway, or Passage, in London or Westminster; other

(g) This clause applies to every House-keeper in London, and ought to be more generally known and understood than it appears to be.



than such as are allowed by Law, to be laid and heaped up to drain, ready for the Scavengers to carry away : Nor sweep, throw, carry, or otherwise put any Rubbish, Earth, Sand, Ashes, Dirt, Filth, or Soil, into any Kennel, other than such as shall be swept away, by the respective Inhabitants before their Habitations ; and if any one shall offend in the Premises, he, she, or they, shall forfeit and pay *Ten Shillings* on the conviction of any one Justice.—But not to extend to sweeping immediately after Snow, Thaw, or Rain, any Ice, Snow, Dirt, or Soil, which by means of such Snow, Thaw, or Rain, shall be before any House or Tenement, except Rubbish.

By § 15 and 16, Lessees and Occupiers of Lay-stalls, are authorised to inspect the Streets, and give information of Offenders ; and on performing their duty therein, are allowed to ship as Ballast, the 2000 Tons of Dung, &c. under this Act.

Any Justice of Peace, within the limits of his Jurisdiction may, on his own view, convict any Person throwing Ballast into the River, out of any Ship or Vessel, or throwing into the said River, any Rubbish, Sand, Ashes, Soil, &c. from any Wharf, Quay, or Bank, adjoining the River, or out of any Barge or Lighter ; or into any Street, Lane, or Passage, as aforesaid, and such Justice (not being a Member of the Trinity Corporation) is by the Act authorised and *required to convict* every such Offender on view as aforesaid, and also on complaint to issue Warrants  
for

for apprehending Offenders ; which Warrants may be executed as well on the River as on Shore.

The Provisions of the Statute, 2 Geo. III. cap. 28. (generally called the Bumboat Act) as far as they relate to the criminal Police of the River, have been already shortly detailed (see Chap. II. p. 42 ; 44—46.)

By this Act the Trinity Corporation are authorised to license Bumboats used and navigated upon the River Thames, between London Bridge, and the Lower Hope Point, for the purpose of selling Greens, Liquors, Slops, Fruit, and other Articles among the Shipping, and it is enacted, that none should be permitted, except such as entered at the Office of the Trinity House, and which shall be navigated only between Sun-rise and Sun-set ; the said Boats having marked upon them, in legible characters, the Names and Places of Abode of the Owners, and such numbers as shall be ordered by the Corporation ; who shall cause all such Entries to be registered in a book to be provided for the purpose, and for which a fee of 5s. shall be paid and no more. (§ 1—4.)

The Act further authorises the Trinity Corporation, or such Persons as they shall depute and appoint under the Seal of their Corporation, to stop, search, and detain, in some Place of Safety, any Boat, which there shall be reason to suspect has any Ropes, Cordage, Tackle, or Apparel, Furniture, Stores, or Materials of any part of any Cargo or Lading of any Ship or Vessel in the Thames, and to carry the Person, suspected to be concerned, before

a Justice, to be dealt with as the Law directs—§ 5. One moiety of all Penalties to be paid to the Person apprehending the Offenders, or giving information, and the other to the Poor of the Trinity Corporation—§ 8.

The Powers of this Corporation, with respect to the General Police of the Thames, and the Port of London, are further enlarged by the *Wet-Dock Act*, 39 Geo. III. cap. lxix. already so often alluded to.

By § 79 of this Act, the Trinity Corporation are to examine and approve of Harbour-Masters, appointed by the Lord Mayor as Conservator of the River, and any three of the Elder Brethren may procure them to be removed on sufficient cause, for neglect of duty, or misconduct.

By § 112, the Bye-Laws, which are to be made by

pany, are not legally eligible until previously examined by the Trinity Corporation, and a Certificate obtained of their being properly qualified to execute the Office.

### LIGHT-HOUSES.

The functions of this Corporation also extend to Light-houses; and they are entitled by various Charters and Acts of Parliament, to demand and receive by their Collectors, from every Ship or Vessel which has passed, or is about to pass by the several Lights undermentioned, the following Tolls and Duties :

Light-Houses.	From British Ships bound to Foreign Ports. per Ton.		From Stranger Ships. per Ton.		From Coasters. per Vessel.	
	Out	In	Out	In	Out	In
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>s. d.</i>	<i>s. d.</i>
Edystone .	1	1	2	2	2	2
Portland . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1
Caskets . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	0 6	0 6
Lizard . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	2	2
Scilly . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1
Milford . .	1	1	2	2	1	1
Needles .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1
Owers . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1

N. B. All Ships are rated by Law, according to their full Tonnage, and are subject to the above Duties every time they pass the said Lights, whether laden or empty. But it has been determined, by the Court of King's bench, that under the Statutes 4 An. c. 20. and 8 An. c. 17, British Ships, sailing from Foreign Port to Foreign Port, and not touching at any place in Great Britain or Ireland, are not liable to pay the Duties for passing the Edystone Light.

*Further*

sing or passing :

To the Floating L  
in Haisbro' Gut  
Light Houses on  
at Haisbro' .

To the Light at Fe

To the Lights at Le

To the Buoys of the  
and St. Nicholas' C

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The ancient Powers and Privileges of this respectable Corporation have already been detailed under eight Heads in the former pages of this Chapter. These have been enlarged and confirmed by the Statutes, of which Abstracts have been given ; and the following summary View will shew the *additional* Powers which have been conferred by modern Acts of the Legislature.

- IX. Functions by Act of Parliament, to board and inspect Vessels in the Thames, between London Bridge and Blackwall, to search for Powder, Guns shotted, &c. and to detect and prevent the danger which arises from heating and melting Pitch, and other Combustible Matter.
- X. To license Bumboats for the sale of Liquors, Greens, &c. among the Shipping, from London Bridge to the Lower Hope Point.
- XI. To depute persons under the Seal of the Corporation, to act as River Officers in seizing and bringing to Justice, persons committing Offences against the Bumboat Act.
- XII. To examine and approve of Harbour-masters appointed by the Lord Mayor and Corporation of London, and to dismiss them in case of misconduct.
- XIII. To examine and approve of Dock-Masters appointed by the Directors of the West-India Dock Company, before they can be admitted to execute their Functions.
- XIV. To examine the Bye-Laws made by the Lord Mayor and City of London, and to state their objections, if any, in the first instance, to the Lord Mayor ; and if not obviated, to submit such objections to the Judges, before they confirm, and allow such Bye-Laws.

XV. To

**XV.** To inspect and direct the raising and replacing, repairing, and maintaining the Mooring-Chains, to be fixed in the River Thames, by the Lord Mayor and Corporation of London, for the accommodation of Shipping.

**XVI.** To manage and conduct all matters and things relative to the Maintenance of certain Light-houses herein before mentioned, and to collect, receive, and appropriate the Rates, as directed by Act of Parliament.

From the foregoing Review it appears, that the Functions of this great and respectable Corporation, as regards what may be denominated the *Nautical Police* of the River Thames, are extremely extensive, and embrace almost every object which is connected with the Shipping Concerns, either directly or collaterally.

The Task is arduous, and the Duties are multifarious, imposing on those intrusted with the execution of them a considerable Responsibility, and requiring a firm uprightness of Character. The Public are satisfied, that this Task is now in the hands of Persons zealously disposed to repress the Disorders and Pillage which prevail upon the River, and to contribute to whatever shall have a tendency to diminish the Evils, which, as Nautical Men, possessing great local information, they have long known and felt as a serious grievance, requiring the aid of a vigorous and energetic Criminal Police.(h)

In

(h) The Author feels it his duty, to acknowledge the obligations which are due to the *Trinity Corporation*, for the very handsome  
and

In the performance of their duty, not only much Nautical Science is necessary, but no sma'l degree of personal labour ; and both are unquestionably manifested in the progress of the Business which occupies the attention of this Board. The Establishment forms an honourable retreat to able and respectable Mariners who, in fulfilling this important trust with zeal and talent, do real credit to themselves, and an essential service to their Country.

and effectual manner in which they have co-operated with the Magistrates of the *Marine Police*, and the candour with which (judging from what passed under their own view) they have expressed their sentiments of the Public Benefits derived from that Institution.



## C H A P. XIII.

*Of the Establishment of the WEST-INDIA DOCK COMPANY, and the Powers to be exercised by them in respect to the Police of the River Thames, and the Port of London.—A detail of the Provisions of the Wet-Dock Act on this subject.—The Rates payable to the Company by West-India Ships.—Observations on the probable advantageous effect of this New System.*

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ALL the Powers and Privileges of the WEST-INDIA DOCK COMPANY on the River Thames, are created by the express Letter of *the Wet-Dock Act*, 39 Geo. III. Cap. lxi. An Abstract and Recapitulation of such parts of this Act, as relate to the Company, and some observations on the probable effects which will result from this New System, will therefore form the substance of this Chapter.

The Preamble to § 38 of this Act recites, “ That  
 “ the Ships in the West-India Trade frequently  
 “ arrive at the Port of London in large Fleets, and  
 “ occasion great crowding, confusion, and damage  
 “ therein.—That great obstructions and delays arise  
 “ from their Cargoes being carried in Lighters to  
 “ the Legal Quays, and that in the passage thither,  
 “ such Cargoes are subjected to Pilfering and Fraud,  
 “ whereby

“ whereby the Owners sustain great loss, and the  
 “ Revenue is much injured : and, that if Wet-  
 “ Docks were made in the Isle of Dogs with Legal  
 “ Quays, Wharfs, and Warehouses attached thereto,  
 “ for the reception and discharge of Vessels in the  
 “ West-India Trade, much additional Room would  
 “ be given to the rest of the Shipping using the  
 “ Port ; and the West-India Produce might be  
 “ effectually secured from loss by *theft* and *other*  
 “ *causes*, and the Public Revenue greatly benefited.  
 “ —That it is therefore expedient that such Docks,  
 “ Quays, Wharfs, and Warehouses, &c. should  
 “ be forthwith made,—That several persons have  
 “ agreed to form a Company for this purpose, and  
 “ have entered into a subscription, for the purpose of  
 “ raising 500,000 *l*, as a Capital, for carrying the  
 “ Works into execution :”

It is therefore enacted, that certain original Sub-  
 scribers, (named in the Act,) with such others as  
 shall agree, and be permitted to become original  
 Members of the Company, and their several Suc-  
 cessors, Executors, Administrators, and Assigns,  
 &c. shall be, and they are by the Act, declared to  
 be, united into a Company or Association of Propri-  
 etors of the Docks, Basons, Cuts, Quays, Wharfs,  
 Warehouses and other Works ; and which Com-  
 pany, shall use the Firm and Stile of the

*West-India Dock Company ;*

and shall have the Powers and Authorities herein  
after stated.

The

prietors of 1000*l.* or more, of the Stock, the Court of Common Council may, from time to time, elect and appoint one person for every 1000*l.* Stock, to vote at the General Meeting ; every such Representative to have only one vote. § 53.

After the expiration of twelve months, from the passing of the Act,—(i. e. after 12th July 1800) no person shall vote who has not possessed Stock for twelve Calendar Months in his own right, and not in trust for another, unless such Stock shall have come by bequest, marriage, or intestacy, or by the Custom of London, or by settlement ; such possession to be ascertained by the oath of the Voters, before the Chairman, or five Directors. § 54.

At the Meetings of the Directors, five Members shall be a quorum, capable of acting. Questions

The Directors are also empowered to build as many *Quays, Wharfs* and *Warehouses*, as they shall think necessary and proper, along the Banks of, or adjoining or near, the intended Docks and Basons. § 57.

Such of the said Docks, as shall be used for unloading Ships, together with the Quays, Warehouses and other Buildings, shall be inclosed and surrounded by a strong brick or stone Wall, not less than 30 feet high, on all sides, leaving only proper spaces for the Cuts and Entrances into the Dock, and proper Gateways through the Wall; and immediately without the Wall, and on every part of the out-side thereof, except where it shall adjoin any Dock, or Bason, which may be made without the same, there shall be a Ditch, of the width of 12 feet, at least, to be always kept filled with water, 6 feet deep; and no House or Building shall be erected within 100 yards of the out-side of the Wall, on penalty of 100*l.* and 50*l.* per month afterwards, until the Building and Materials are removed. § 58.

The Directors are also empowered to build two or more Piers, within the Tide-way of the River Thames, at or near *Blackwall*, and two or more at or near *Limehouse-hole*, for the more safe entry into the Docks, &c. provided that the Navigation of the River Thames shall not be injured thereby. And also to make, and from time to time to repair such Cuts, Sluices, Locks, Flood-Gates, Bridges, Roads, and other Works, as shall be deemed necessary; and

have considered such temporary appointments as a kind of harvest, which they are to render as productive to themselves (while the Power remains) as circumstances will admit, and of course are glad of every opportunity of benefiting themselves at the expence of the Merchants and the fair Traders.(c)

V. *Pure Officers*, part of whom belong to all the different classes; but who are generally *scouted* by their associates, while it too frequently happens, from the circumstances already stated, and the interest which criminal Officers take care to preserve with their immediate Superiors, that no channel exists whereby they can convey useful information.

VI. *Custom-house Watermen*.—Among this Class are certainly many impure Characters, who have been known to be in connection with the *Game Officers* on board the Ships, for whom they have been generally considered as *safe carriers*, because if met by a Superior Officer the Goods were converted immediately into a *Seizure*, and

An instance is stated to the Author, on an authority which admits of no doubt, that in a System of Pillage carried on by the Mate, and *Game Revenue Officers*, on board of a Ship Outward-bound for Hamburgh, some of the Gang who were engaged night and day in this business, consisted of Searchers' Watermen, whose particular situation, as Officers, tended in some degree to shield them from suspicion, though in this respect they have not always been successful, as Convictions have taken place where Revenue Watermen have been detected with Goods without the broad Arrow, to denote that they were seized, and rowing in a different direction from the Custom-house.

The number of inferior Officers employed by the Customs may be arranged as follows :

- I. 200 *Established Tide Officers*, having a Salary one half of them 40*l.* and the other 35*l.* a year, and 1*s.* a day while on Duty. A considerable proportion, however, is appointed to superior duty, as Acting Surveyors, in the Summer when the Fleets arrive, and have a certain influence in appointing Extra and Glut Officers to Ships. Their average fair emolument 55*l.* a year.
- II. 200 *Preferable Officers* who receive 3*s.* 6*d.* a day without any Salary. They may be employed two-thirds of a year, and may receive at the rate of 42*l.* a year.

400 Officers brought over.

III. 300 *Extra Officers* (or thereabouts,) who receive 3s. a day while employed, or about 27l. a year: having only duty to perform for about half the year.

IV. 150 *Glut Officers*.—These receive also 3s. a day while employed, which seldom exceeds two months, and therefore their fair earnings cannot average above 10l. a year each.

---

850

Besides these 850 inferior Officers, or thereabouts, (for as their numbers vary they can never be exactly ascertained) there are 82 Custom-house Watermen who are attached to the Superior Officers, who survey the different Ships in the River, viz.

The aggregate, therefore, of inferior Officers of the Customs who do duty on the River, may be estimated at 932; and perhaps there are about one-third of that number in the Service of the Excise, making in all about 1200 inferior Officers, whose Salaries, or allowance, run from 10l. to 55l. a year.

Looking at the subject in the point of view in which it is thus placed, humanity pleads in behalf of this miserable Class of men. Few of them, except the Watermen, have opportunities of making Seizures, and these too have experienced a prodigious reduction in their emoluments, since the vigilance of the Marine Police has, in so great a degree, banished Delinquency and Smuggling from the River.

A Custom-house Waterman, who appeared to be a man of veracity, while he candidly acknowledged to the Author the utility and necessity of the Marine Police, stated at the same time his loss by the diminution of Seizures, to be equal to from 35l. to 40l. a year.

Where no fees are authorized, *none will be given but for connivance at clandestine transactions.* The inferior Officers are in this precise situation: their emoluments are inadequate to the support of their families, and hence they have too easily yielded to temptations; stimulated by *want*, and reconciled to bad actions by the force of example, and the sanction which *forbearance* and a deficient System of œconomy



nomy and Police had given to offences of great turpitude.

Were there not abundance of proofs in the detection and conviction of so many of this class of men, the occasional dismissal of such numbers shews that their purity and integrity is not of that cast which can beget confidence.

Taking therefore, all circumstances together, it may not be too much to state, that out of 1200 inferior Revenue Officers who have been employed on the River duty, *Seven Hundred* may have been, more or less, profilers by the excessive Plunder, which seems to have been more or less general in every line of Commerce.

It appears from various accurate channels of information, that the evils which have arisen from the

time the character of the fair Trader, and generating disputes between Shippers and their correspondents, of a nature the most disagreeable. Important as it certainly is, to guard by every possible means the security of the Revenue, with respect to Debenture Goods, the System does not seem to admit of the same minute accuracy as prevails with respect to goods imported; and hence enormous frauds have been discovered. When a Ship proceeds outward-bound down the River, if the Plunder cannot conveniently be removed till she reaches Gravesend, every facility is found there with respect to the concealment; and where a sale cannot be effected at the price which is expected, the goods purloined are returned to London in the Gravesend Boats, without any suspicion whatever being excited.

#### IV. LUMPERS EMPLOYED TO LOAD AND DISCHARGE SHIPS IN THE RIVER THAMES.

The illegal proceedings of this description of Labourers have already been developed in the Second Chapter. (Div. IV. p. 62.) They may be divided into three Classes :

- 1st. Regular Lumpers who are employed all the year round in labouring in the Rigging and outfit of Ships; and also as *holders*, or persons who unstow the Cargo during the discharge, set up the *Derick*, &c. and who are generally complete Seamen - - 400

	Brought forward	400
2d. Inferior Lumpers who are not always Seamen by profession, but who are in the habit of working on board of vessels in the character of <i>Deckers</i> , or persons who hoist up the Cargo upon deck, and from thence into the <i>Lighters</i> , and seek their living chiefly among the Shipping - - - - -		600
3d. Occasional Lumpers who resort to the River when great Fleets arrive, for temporary employment - - - - -		400
	Total . . .	1400

When the general profligacy of manners, which has been found to pervade this great body of Labourers, is considered, by a reference to the details already given of the mischievous habits they have

To discharge these vessels, making allowance for sickness, and occasional absence, it has been already stated, that at least 800 men must follow this laborious employment, of whom 600 may be classed among those who have been following pilfering practices, exclusive of those who discharge the Lighters.

A general opinion prevails, that the Coal-heavers are extremely numerous, from the immense labour which they perform in the course of a year. It is however, by no means the case; and even a considerable proportion of those who are employed, are Soldiers in the Guards.

#### VI. JOURNEYMEN COOPERS EMPLOYED IN THE DISCHARGE OF SHIPS AND VESSELS IN THE RIVER THAMES.

SUPPOSING 200 Ships of all descriptions, under discharge at one time in the Port of London, and each, from the particular nature of the Cargo, to require two Journeymen Coopers, it would follow that 400 of this Class are employed, with certain interruptions, in Ships and Vessels in the River Thames. Enough has been stated (in Chapter II. Div. V. p. 65.) to shew the disposition they have manifested, not only to commit acts of Pillage themselves, but to be instrumental in affording facilities to others. Many circumstances warrant a conclusion, that at least 300 of this Class may be considered as Delinquents.

When

When the Journeymen Coopers were sent on board of the West-India Ships in 1798, which were under the control of the Marine Police, where no Plunder could be obtained, on account of the sworn Constables placed on board, the greatest clamour ensued, and they insisted on an advance of Wages.

VII. WATERMEN FLYING BETWEEN LONDON BRIDGE AND GREENWICH, WHO ARE ATTACHED TO OUTWARD AND HOMEWARD-BOUND SHIPS IN THE RIVER THAMES.

It has been generally supposed, that, about 1000 Watermen are either attached to particular Ships lading or discharging in the River Thames, or are occasionally employed in conveying provisions and

# VIII. JOURNEYMEN LIGHTERMEN EMPLOYED IN CONVEYING GOODS AND MERCHANDISE TO AND FROM SHIPS LADING AND DISCHARGING IN THE RIVER THAMES.

THIS Class has been already pretty fully treated on (in Chap. II. Div. IX. p. 70.) They belong to the Society of Watermen. Their hostility to the security of Commercial Property has been already explained;—their numbers are to be ascertained by having recourse to the Lighters, which they navigate in various branches of Trade. It has been shewn that the following Craft are employed in the Trade of the River, exclusive of Coal Barges, namely—

402 Lighters	{	Employed in lading and discharging Ships and Vessels outward- bound and homeward-bound, including the West-India Trade.
388 Punts		
<hr/> 790		
400 Barges in the Deal and Timber Trade.		
<hr/> 1190 . . Total;		

which may be supposed, making allowance for absence and sickness, to give permanent and occasional employment to about One Thousand Five Hundred Journeymen Lightermen and their Apprentices. Their Employers, the Master Lightermen, are generally persons of much respectability, who sensibly feel the injuries and inconveniences to the Public and to themselves, which result from the  
loose

loose conduct and profligacy of not a few of their Journeymen ; five Hundred of whom are supposed to compose a part of the Criminal Confederacy upon the River, and to require the watchful eye of the Police. Before this new System existed, it was not unusual for this Class to remain in their Lighters alongside of West-India Ships so long as Pilfering went on : wherever nothing is to be procured, from the circumstance of the protection of the Police being extended to particular Ships, they are now in the habit of leaving their Craft to be laden by the Lumpers, and seldom return till called upon to convey them to the Quays.

#### IX. MUD-LARKS.

To these may be added another Class of men, who follow the profession of Catching Rats on board of Ships ; whose conduct also requires a narrow inspection ; and as to whom see Chap. II. Div. VIII. p. 69.

**X. WATCHMEN IN SHIPS AND LIGHTERS, AND  
UPON THE QUAYS AND WHARFS IN THE PORT  
OF LONDON.**

AMONG this Class there is a mixture of honest and criminal Characters ; and also not a few who, without being impure themselves, from carelessness and timidity, or from considering themselves as under the direction and control of Mates, and persons having the immediate charge of Craft, suffer Depredations to be committed, and even assist in removing the spoil when required so to do, by those whom they look up to as their Superiors. Nothing can be upon a worse footing than the System of watching Commercial Property in the Port of London. In most instances it resolves itself into a mere mockery of Security, while the expence incurred by the Trade at large is enormous. The System is radically wrong, and from this source have originated many of the evils which have been detailed and explained in this Work. It frequently happens from an ill-judged parsimony, that only a single Watchman is employed to guard a valuable Cargo in the *Ship*, and in the *Lighters* ; and this feeble and ineffectual guard is trusted, without any relief, sometimes, for three or four



four weeks together; and thus the Ship is allowed to be without protection, while this ineffectual guard is slumbering, for want of rest, in the Lighters. *The mere annual interest* of the Property lost by this mistaken economy, would be more than sufficient to support a regular and systematic Guard, controlled and instructed by the Police, under whose guardianship, vigilance would be ensured, and collusive and fraudulent practices prevented.

On a supposition that the Watchmen employed in the Ships, and in the numerous Lighters and Craft on the River, laden with valuable Property, together with those that are employed as Guards upon the Quays and Wharfs, on both sides of the River, from Westminster Bridge to Deptford, may amount to 1000: it is much to be feared that 300 at least, are

# RIVER POLICE.

187

Brought over . . . . . 50,253

To which add

2,196 Coal Craft, having Cargoes in a year, estimated at . . . . . 47,788

Total number of Cargoes, requiring to be watched, exclusive of the Coasting and River Trade, and the Property exposed on the Quays, &c. . . . . 98,041

\*.\* Total estimated value of the whole Property, more or less exposed in the course of a year in Ships, Vessels and Craft, and upon the Quays, Wharfs, and Landing Places (f) . . . . £.60,597,989 Sterling.

## XI. LABOURERS ON THE QUAYS AND WHARFS, &c. IN THE PORT OF LONDON, GENERALLY DENOMINATED SCUFFLE-HUNTERS.

THE general pursuits, and the universal Profligacy of this Class of Labourers, who may be considered as the Scum of Society, have already been explained (in Chap. II. Div. X. p. 75.)—Their number varies according to the opportunities which are presented, for affording the most productive harvest in the scramble for Plunder. This, however, to use their own language, is generally found at the *Water Side*, to which they resort, in crowds, in the throng Seasons, and obtain occasional employment through a want of a better Class of Labourers.—*Perhaps they may amount to about 500 in all.*

(f) See Table, page 22.

## XII. LA-

**XII. LABOURERS IN THE DIFFERENT WAREHOUSES  
IN WHICH COMMERCIAL PROPERTY IS DEPOSITED  
IN THE PORT OF LONDON.—(See Chap. II. p. 76.)**

As it has been shewn that the value of the *foreign Merchandise alone*, imported into the River Thames, amounts to £.25,137,421 *Sterling* in the course of a year; and as it appears probable, that this immense Property cannot be contained in less than *One Million of Casks and other Packages*; the Warehouses necessary to contain these Goods must not only be very extensive, but the Labourers who are required to deposit, and afterwards to remove such a mass of valuable Goods, either for Exportation or home consumption, must be pretty numerous in all

HAVING thus taken a general View of the different Classes, who, in the course of their various employments in Ships, Vessels and Craft, and on the Quays and Wharfs, and in the Warehouses in the Port of London, are, more or less, the objects of attention on the part of the Police, from the discoveries which have been made of the turpitude of their conduct ; it now remains to form some estimate of the number of those more atrocious Offenders, who seek not for the cover of employment in committing their Depredations on Commercial Property :—at the head of this Class stand—

### XIII. RIVER PIRATES.

THE detail of the evil practices of this abandoned race of men, which is given in the Second Chapter, (Division II. p. 50.) supersedes the necessity of further observation as to the nature or extent of their Iniquities. Whatever a return of Peace may produce, their numbers have certainly diminished, as has been already noticed, since the commencement of the War ; and, probably, could not be estimated at more than *One Hundred*; when the Marine Police was established.

### XIV. NIGHT PLUNDERERS.

THIS Class comprising not a few of the Watermen, Coopers and Lumpers, who have been already enumerated, it may probably be nearest the truth to

to estimate them at not more than *Two Hundred*, previous to the establishment of the Marine Police. Their illegal practices are elucidated and explained in Chapter II. (Division III. p. 52, &c.)

#### XV. LIGHT HORSEMEN.

THESE have been explained in the Second Chapter, (Division III. p. 58.) to be men acting in concert with the *Raciers, Mates and Revenue Officers*, on board Ships in the Night, and in consequence of previous preparations, removing Commercial articles (particularly West-India Commodities,) to a great amount. The mischief they did was of course extensive; but their transactions having been the result of a preconcerted plan, and requiring great

Commercial Property, it is impossible not to be struck with the examples which are here exhibited of the power of avarice over the human mind, in drawing, in several instances, men of Property from the line of rectitude, which their situation in Society renders it their interest to pursue ;—in plunging them into an abyss of Turpitude and Crimes, and subjecting them to those penal hazards, from which a purer conduct might exempt them, with perhaps an equal chance of accumulating wealth through the medium of honest industry. Yet such is the passion for becoming suddenly rich, and for acquiring the means of indulging in luxury and extravagance, that it is to be lamented among the various Criminal Devices to which men resort to gratify avaricious desires ; the purchase of Stolen Property is one, which not only spreads broad and wide in this great Metropolis, but also attaches to Individuals, who, moderating their views, might pass through life with credit and reputation, without resorting to such Criminal Subterfuges.

The discoveries which have been made, not only of the systematic Trade of receiving and purchasing, at very reduced prices, Commercial Articles of great value ; but also of planning and assisting in the execution of designs, which have *Robbery* and *Plunder* for their object, convey to the mind a very melancholy picture of human nature. But when to this are added deliberate attempts to seduce men, having the trust of a valuable property, from the paths  
of

... persuading them to commit felonies, and not only those families which are without the aid of a law, including detection; but also the families which are without a large, though an inadequate law, when opposed to the booty which is possible to contemplate a species of crime aggravated and increased, without the duty to see remedies applied to an increasing magnitude.

... the whole of delinquents, who thus commit criminal offences, may be divided into different classes.

*The more opulent class; to whom the laws particularly apply. These avail-  
of the pecuniary resources they pos-  
sess and vigour to depredation, upon*

couraged. They have accumulated wealth by purchasing Tea, Coffee, Hemp, Ashes, Deals, Timber, and many great articles of Commerce, at very reduced prices, which their credit in the Commercial World has enabled them to dispose of, without suspicion, at the full value.

II. *Receivers of an inferior Class*, who are in connection with small Grocers, and venders of Smuggled Goods, through whose medium the Lumpers have been accustomed to dispose of the Plunder they obtained, and which was afterwards conveyed by false Bills of Parcels to the Houses and Shops of the Purchasers, whose dealings amounted to a large sum in the course of a year.

III. *Receivers, in connection with Revenue Officers*, who are denominated *Copemen*, and who contribute, in no inconsiderable degree, to the Pillage which has taken place in outward and homeward-bound Ships, by the assistance they afford in finding means to convey the articles on shore, and afterwards in disposing of them.

IV. *Receivers who keep Shops* for the Purchase and sale of Old Iron and Old Stores, Hand Stuff, Junk and Rags, who deal with the Stealers of Cordage, Metals, and other articles, which they are ever ready to purchase, at an under price, without asking questions, and not seldom to cover the unlawful possession of King's Cordage, by certificates of similar Stores, purchased at the Sale of unserviceable articles at the Dock-yards.



V. *Receivers who keep small Grocers' Shops, and Chandlers' Shops* for Corn, and other articles.—These encourage Labourers, and others, who work on Ship-board and in Warehouses, to purloin Sugar, Rum, Coffee, Pimento, Ginger, Dutch Cheeses, Corn, and various other articles which are instantly purchased, under circumstances which denote a perfect knowledge of the articles being Stolen.

VI. *Publicans* who are in the habit of giving credit to Lumpers, and other Aquatic Labourers, receiving in payment whatever they can steal and purloin from Ships and Vessels in the River Thames, and from the Wharfs and Warehouses adjacent thereto; or permitting their houses to be a general rendezvous for Journeymen Coopers, who commit acts of Pillage in the Warehouses, under the pre-

men on board the Ships and Vessels in the River Thames.—These, after plundering the thoughtless men of their wages, by the most infamous means, encourage them to pilfer and steal whatever can be obtained; in the sale of which they are generally cheated of three-fourths of the value. This ill-got wealth is speedily dissipated in riot and debauchery, and the Depredations renewed, subject to a repetition of the same frauds and impositions.

IX. *Covetous Receivers*, whose attention is directed to good Bargains, and who are in the habit of purchasing Smuggled Goods and cheap articles without asking questions.

X. *Careless Receivers*, who without meditating any evil design, purchase, indiscriminately, whatever they can obtain cheap, under the idea that it is the private adventure of Sea-faring men, or their connections. For this species of traffic, there are multitudes of open doors in every Street in the vicinity of the River on both sides, from London Bridge to Blackwall and Greenwich.

XI. *Receivers of his Majesty's Naval and Victualing Stores*, residing at the Towns and Villages from Deptford to Leigh and Sheerness, on both sides of the River Thames, and on the River Medway, and from thence to Chatham. These afford infinite facilities to persons who navigate Hoys, and other Vessels in the service of Government, in the purchase of whatever can be abstracted from their Cargoes, Stores or Materials; and who are also in the habit of purchasing

chasing from the Mates and Crews of Trading Vessels whatever they bring for Sale without asking questions. They are discovered to be a very mischievous class of men, and require to be narrowly watched.

XII. *Jew Receivers*, and others who keep *single-horse Carts*, and collect old Iron, Copper Bolts, Nails, and different Metals; also Junk, Cordage, and Ships' Stores, &c. at the Dock-yards of Deptford, Woolwich, Sheerness, and Chatham, by holding out encouragement to those who have opportunities to pilfer and steal, by the purchase of such articles at an under price. These single-horse Carts have greatly increased of late years, and the facilities they afford in the immediate conveyance of King's Stores to places of concealment, together with the lures they hold out

With the assistance therefore, of such information, as experience and investigation have furnished, the following general view of the probable numbers of those noxious Members of Society, in their different Classes, is offered to the consideration of the Reader :—

1st. Opulent Receivers who trade on a large Scale	20
2d. Inferior Receivers who deal with Lumpers, &c.	25
3d. Copemen in connection with Revenue Officers	20
4th. Dealers in Old Iron, and Old Ships' Stores, &c.	55
5th. Small Grocers and Chandlers . . . . .	55
6th. Publicans . . . . .	35
7th. Twine and Rope Spinners . . . . .	20
8th. Female Receivers . . . . .	50
9th. Covetous Receivers . . . . .	60
10th. Careless Receivers . . . . .	150
11th. Receivers on the Banks of the Thames, and Medway below Deptford . . . . .	40
12th. Jew Receivers and others who travel with Carts .	20
Total . . . . .	560

It now becomes necessary, after the foregoing delineation of a very melancholy picture of the component parts of this great machine of Turpitude, which has so long been moved with impunity, and which has proved so hostile to the rights of innocence, and to the best interests of Commerce and Navigation, to exhibit the whole in a collected point of view by the following

#### RECAPITULATION.

## RECAPITULATION.

	Total Number.		Delinquents.
1st. Mates of Ships and Vessels	3,444	—	500
2d. Inferior Officers and Crews	24,000	—	4,000
3d. Revenue Officers, &c. . . . .	1,400	—	700
4th. Lumpers . . . . .	1,400	—	1,200
5th. Coal-heavers . . . . .	800	—	600
6th. Coopers . . . . .	400	—	300
7th. Watermen . . . . .	900	—	500
8th. Lightermen . . . . .	1,500	—	500
9th. Night Watchmen . . . . .	1,000	—	300
10th. Scuffle-Hunters . . . . .	500	—	500
11th. Labourers in Warehouses	1,000	—	500
	<hr/>		<hr/>
	36,344		9,600
	<hr/>		

against the property of the innocent part of the Community, before measures of opposition are attempted.

In organizing therefore, the System of THE MARINE POLICE, the strength and situation of the enemy in all the various detachments and subdivisions which formed the general army of Delinquents, have been fully appreciated, and the establishment was by degrees adapted, as far as *limited funds* and *deficient laws* would admit, to the object of eradicating the mischief by an *ultimate conquest*, on the principles of prevention, rather than severity; and with this particular view, it at length assumed the form which is now to be explained.

I. *A Judicial Department*, where Magistrates preside for *the sole purpose* of taking cognizance of offences committed in Ships, Vessels or Craft, in the River Thames, or in the vicinity thereof, by the stealing of any part of the *Tackle, Apparel, Stores, or Cargoes*;—of making Adjudications and Convictions, in cases of Misdemeanors;—and of committing for trial for higher offences.

To this Department is attached a superintending resident Magistrate, two Judicial Clerks, a Chief Constable, and seven Petty Constables. Any Police Magistrate, or any other Justice of the County of Middlesex, may assist the Magistrates in their judicial Functions.

II. A MARINE POLICE, or *Preventive Department*, under the particular direction of the Superintending and Resident Magistrate, to which the following Officers are attached:—

- 1st. 1 Chief Clerk and Cashier, for general purposes.
- 2d. 1 House Surveyor and Superintendant of Ship Constables.
- 3d. 4 Boat Surveyors, for visiting Ships, &c.
- 4th. 5 Perambulating Surveyors, for River duty.
- 5th. 18 Watermen attached to these Surveyors.
- 6th. 1 Surveyor of the Quays.
- 7th. 2 Assistant Surveyors.
- 8th. 30 Quay Guards under their Superintendence.

Ship Constables are only employed on the appli



**III. *A Department for employing Lumpers for the purpose of discharging Ships, as a further means of preventing Plunder.***—Also under the particular control of the superintending and resident Magistrate, to which the following Officers are attached:

- 1st. 1 Superintendant of Lumpers.
- 2d. 1 Collecting Clerk.
- 3d. 1 Assistant Clerk in the Office for Lumpers.
- 4th. 80 Master Lumpers, sworn and instructed.
- 5th. 820 Working Lumpers, controlled by the Police, and more or less employed as  
— occasion requires : (average number.)

Total about 900

The plan upon which the Lumping System is conducted, is detailed in the Minutes of the West-India Committee in the Appendix V. and the Rules explanatory of the expence, in Appendix IV.

**IV. *A General Department for the Accounts and other purposes***—Under the direction of the Magistrates.

- 1st. A Cashier, collecting Clerk and other Clerks, already mentioned.
- 2d. A Solicitor under the direction of the Commercial body, so far as relates to the prosecution of Offenders.
- 3d. A House-keeper and Office-keeper.
- 4th. A House-watchman.

The total number of persons composing the whole Establishment, who are remunerated for their services



vices from Funds issued by Government, and from Contributions by the West-India Planters and Merchants, may be arranged according to the following

### RECAPITULATION.

#### 1st. The Judicial Department.

Superintending Magistrate—No Remuneration.

Resident Magistrate . . 1 *Salaries.*

Judicial Clerks . . . 2

Constables . . . . 8

— 11 . £.980 0 0

#### 2d. The Marine Police Department.

Chief Clerk and Cashier 1

Surveyors on the River 9

House Surveyor . . . 1

Watermen . . . . 18

— 29 . 1700 0 0

Quay Surveyors . . . 2

	Brought over	4,100 0 0
House, Taxes, Law Charges, Stationary, Coals,	}	900 0 0
Candles, Boat expences, premiums for Services, and contingent Charges, &c. &c.		
Total expence on the present Scale		£ 5,000 0 0

The number of persons who are remunerated for their labour and services by Ship-Owners, have been already stated, to include the Ship-Constables and the Lumpers, *viz.*

1st. 220 Ship Constables paid as Watchmen only, when employed.

2d. 900 Lumpers who receive the usual Wages, when called to perform the labour of the discharge.

Total . 1120

As this, however, is no new expence, it is unnecessary, and even impossible to state the annual amount, as it varies according to the Calls which are made upon the Institution for this additional means of security ; to promote which, it certainly operates very powerfully ; and it is only to be lamented, that those whose duty it is to avail themselves of this singular advantage, in favour of the Freighters and Proprietors of Cargoes, are so backward in their applications, since no expence is thereby incurred which they did not, or ought not, to have disbursed for Watchmen and Lumpers previous to the establishment of the Marine Police. (g)

(g) See Appendix III. IV. V.

RECAPITULATION

## RECAPITULATION

*Of the whole Civil Force of the Marine Police, permanent and occasional as now systematized.*

Permanent Establishment.	{	1st. Judicial Department . . . .	11	
		2d. Marine Police Department . .	62	
		3d. Department for Lumpers . .	3	
		4th. General Department . . . .	4	
				— 80
Occasional Establishment, for Protection and Labour.	{	Ship Constables, sworn and in- structed . . . . .	220	
		Master Lumpers, sworn and in- structed . . . . .	80	
		Working Lumpers under the control of the Police . . . .	820	
				— 1120

undisturbed; their plans of Depredation had been completely systematized, as has been already shown; and they had become exceedingly bold and audacious.

In attempting therefore, to resist such a numerous and powerful confederacy, it became indispensably necessary to understand their various modes of proceeding, and to adapt the system of prevention to the peculiar circumstances of the case.

The object in view was to eradicate the mischief so far as related to West-India Property, more by measures of prudence, and precautions of a preventive nature than by force, violence and severity.—The task was arduous—But as *resolution and attention* were to be opposed to long habits of *torpitude*, the difficulties were to be overcome by establishing an accurate system, and by following it up with vigour and perseverance.

The first step therefore, was to discipline and instruct the subordinate Officers in all their respective departments, and to impress upon their minds the nature and importance of the duty assigned them.

With this immediate view, instructions were drawn up for the *House Constables*—*Ship Surveyors* and *Perambulatory Surveyors* and their *Watermen*, on the *River*,—for the *Superintendent of Lumpers*, the *Master Lumpers*, and *Ship Constables*: and likewise for the *Surveyors upon the Quays*, and the *Guards under their direction*; together with a solemn oath of Office, applicable to the situation and functions of each

each class of Officers. (*b*) In a charge which was also given by the superintending Magistrate, the peculiar duty of each class was explained, with the strongest injunctions to conduct themselves with purity, attention, prudence and discretion,—warning them of the vigilance with which their conduct would be watched, and the infamy and disgrace which would unquestionably follow any departure from the line of rectitude they had solemnly sworn to pursue, in case of detection, which from the system of Checks which was established, was rendered unavoidable.

The delivery of the first, and all subsequent Ships which have been placed under the care of the Institution, commenced by pasting or nailing upon the Main-mast, a printed paper in large characters, en-

instructing, and bringing into a state of discipline such a number of Officers, was excessive. For although the appointments were chiefly made on the recommendations of the West-India Merchants and Ship-Owners, yet it was not to be expected where the applications were so numerous, that all who were employed could be correct characters. This important deficiency was therefore to be made up by discipline, instruction, and superintendence. It was necessary, not only to teach every man his duty; but to establish those checks which would secure the performance of it. It was a new experiment to overawe delinquents, by convincing them that in the system which was established, there existed a sufficient portion both of vigilance to detect, and of *strength* and *resolution* to seize every person detected in, or charged with the commission of crimes, and to convey them instantly before the Magistrate, whose powers are well-known to every culprit.

From the constant perambulation of the Police Boats, both by night and by day, with power to seize and apprehend delinquents conveying stolen Property; they speedily began to see their danger. The strength opposed to them was systematic and regular. Firmness and perseverance were the leading characteristics of the design. No relaxation of discipline could be dispensed with. The duty assigned each individual, must be carefully and punctually performed. Means existed of immediately discovering every act of inattention or neglect. The first was noticed by

by a severe reprimand and admonition. The latter by an instantaneous dismissal. It was laid down as a fixed principle, that immediate access to the Magistrates might be had wherever an occasion required, by the lowest Officer on the establishment. When a complaint was to be heard, a grievance redressed, or information to be given, the party, without the mediation of any one, had full liberty of applying to the Magistrates who heard the whole circumstance, and such orders were made as the nature of the case required.

Hence has this new Establishment afforded an undeniable instance, to exemplify the wonderful effect of Police Institution properly systematized.

The powers which the Officers were known to possess; the control under which they acted, and their immediate connection with Magistrates, who

## CHAP. V.

*The immediate effects of the River Police Institution; in the protection afforded to West-India Property— Exemplified by a comparison of the Old and New System, in delivering the Cargoes of Ships and Vessels with Sugar, Rum, and other Colonial Articles. —The unaccountable conduct of a certain portion of the Ship Owners noticed:—Animadversions thereon. —The injuries which Property sustained, by the disposition shewn to deny every countenance to the New Police System:—The success of the design evinced, by its surmounting all difficulties:—Its utility proved by the honourable testimony of 51 reputable Ship-Masters in the West-India Trade: By the public approbation of the Wharfingers: By the Resolution of the West-India Committee; and the public testimony of the Body of Planters:— A Statement of additional proofs of the benefits which have resulted from the Institution, by the general effect it has produced in over-awing and restraining the commission of acts of Delinquency, by those Classes of Aquatic Labourers who were formerly the chief Agents in facilitating the conveyance of Plunder; and by the Criminal Purchasers in the vicinity of the River:— The utility of the Institution also proved, by the diminution of the Custom-house Sales:— By the Punishment of about 200 Offenders, and by the*

P

general



*general vigilance of the System, by which in the course of the first Season, the Saving to the Individuals and the Revenue is estimated at 150,000*l*.*

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As in Military Warfare an enemy is intimidated by the power, strength, and superior position of the opposing army, so in the arrangements which are formed for the conquest of Delinquency, are impressions excited in proportion to the apparent energy of the design, and the features of vigilance, which it exhibits wherever danger is to be apprehended.

The various and extended ramifications of a Sys-

the power of the Law, when exercised under the influence of a well-regulated Police, and appeared resigned to the alternative of abandoning their evil pursuits. The result was, that the River Thames, from being crowded with Boats of all descriptions, during the discharge of the West-India Fleets, became unusually still and quiet.

The great engine of the Preventive System was put immediately in a state of activity by the delivery of West-India Ships, (whenever applications were made,) through the medium of sworn *Foremen* properly instructed, and Registered Lumpers, with the addition of Ship Constables for the protection of the Cargo, both in the Ships and in the Lighters. The effect of this cannot be better explained than by exhibiting the following comparative View, between the System that prevailed under the old regimen, and that which was adopted by the River Police.

*The Practice explained under  
the Old System.*

I. LUMPERS.

Notwithstanding many excellent regulations which have been made by the West-India Merchants, and various expedients which have been tried within the last forty years, for the purpose of improving the System of working out West-India Cargoes,

*The Practice explained under  
the Marine Police System.*

I. LUMPERS.

Although it was no part of the original Plan of the Marine Police Establishment to undertake to find labourers to unload the cargoes of West-India Ships, yet with a view to a radical cure of a very enormous evil, it was afterwards determined to attach

*Old System.**(Lumpers.)**New System.*

Cargoes, so as to prevent the enormous pillage and plunder which took place, these cargoes, with some few exceptions, have continued to be discharged under contract, by a class of men called Master Lumpers, consisting of publicans and persons of very doubtful characters, who, with the exception of five or six, are known to have betrayed their trust in the most shameful manner, and to have committed at the most excessive plunder, leaving their gangs, who were generally composed of the most desperate and suspicious characters, in many instances, to reimburse themselves from the plunder they ob-

attach to the Institution a department for registering Lumpers, not only with a view to obtain, by degrees, a class of men that were more select, and to be able to exclude suspicious characters, but also that in working out the ships, these Labourers might be more immediately under the control of the Police Establishment. Accordingly, about eighty individuals, capable of acting as Foremen, and about eight hundred of that class of men who are accustomed to unload West-India Cargoes, were put upon the Registers of the Office, and gangs were assigned to as many of the Ships

*Old System.**( Lumpers )**New System.*

Cargo to a very great extent, in proof of which the most incontestable evidence has been adduced, confirmed by a multitude of witnesses who have been examined at different times upon oath, and who developed a scene of systematic robbery and depredation to an extent almost beyond credibility; each Lumper carrying on shore two or three times a day, large quantities of Sugar, Coffee, Pimento, Ginger, and every other portable article, and this, independent of excessive plunder which took place in several ships during the night, in consequence of contracts made by the Mates and Revenue Officers, with certain Receivers, who sent a class of men, called Light-horsemen, who were permitted, for a certain sum of money, to plunder the hold, and who have been known, by means of black bags, called *black strap*, and made for the purpose, (holding each about 100lb. of Sugar) to have carried off to the extent of two or three tons of Sugar each night, for a length of time, during the discharge, besides large quantities of Rum in bladders, as well as Coffee and other articles. While, on such occasions,

which they visited regularly while under discharge, twice in the day, and once during the night. They inspected the work going forward in the hold and upon deck, and gave such orders and directions for the purpose of promoting economy and dispatch, and of preventing plunder, as their professional and nautical knowledge suggested, and they reported their proceedings every day to the Magistrates, at the Marine Police Office.

The effect of this system has been wonderful, and the saving to the Planters, Merchants, Ship-Owners, and the Revenue, must have been immense.

No plunder whatsoever could possibly be obtained under the system of vigilance which took place. The men were not permitted to go on shore during the day, by which a great inroad to pillage was prevented. The Watermen's Boats which were accustomed to hang upon the bows and quarters of West-India Ships under discharge on all former occasions, for the purpose of conveying plunder under the Old System, and the grapplers and draggers for old ropes, called *Mudlarks*, who usually attended in

*Old System.*      (*Lumpers.*)      *New System.*

sions, the common Lumpers and Coopers, who worked out the ship in the day, were permitted to increase their pillage *ad libitum*, as a bribe, to prevent them from making a discovery of the nightly plunder.

in the night to assist in conveying plunder, were no longer to be seen.—In short, an effectual check has been given by the Police, wherever it attached, to the shocking depredations which heretofore prevailed.

## II. COOPERS.

In all instances where West-India ships were discharging in the River Thames, journeymen Coopers have shewed a considerable predilection to be employed. And as double, and sometimes triple, the number went on board that was ac-

## II. COOPERS.

Under the Police System, the journeymen Coopers, finding themselves unable to carry on the system of Pillage, which heretofore prevailed, not only demanded higher wages of their Masters, but it has been discovered that where *three or four*

*Old System.*

*(Coopers.)*

*New System.*

predations, in many instances, must have gone to a great extent.

enormous plunder which took place through the medium of this class of men.

III. WATCHMEN.

Since the vast extent of the Pillage and Plunder in West-India ships has been admitted to exist, and that many of the Mates and Revenue-Officers,\* instead of being checks on this Plunder, have, in abundance of instances, been proved to promote it. It has been customary for Ship-Owners to employ Watchmen (composed, no doubt, of the best men they could select) to guard the cargoes against the enormous depredations to which they were subject; and as they were understood to be upon duty alternately day and night, they were generally allowed 4s. and 5s. per day: but it appears, although these men were employed, and although they were supposed to watch day and night, the plunder went on as before.

\* This is by no means meant to convey a reflection upon all Mates and Revenue Officers, some of whom have certainly conducted themselves with great integrity and propriety, and have proved themselves worthy, in all respects, of the trust reposed in them.

If

III. WATCHMEN.

The Ship Constables, under the Police System, are composed of men who have not only had the best recommendations, but who were preferred, upon a full investigation as to character, ability, and fitness to execute the trust reposed in them.

Each of these Police Watchmen are solemnly sworn to execute a certain duty, and to follow specific and clear instructions which are given them. They are moreover armed with the authority of the law; and duly qualified to seize and apprehend all delinquents, which is already proved to have had a wonderful effect in preventing depredations. They are regularly surveyed by superior officers, both by day and night, who inspect into their conduct, and report daily to the Magistrates how far they have conducted themselves properly, and in conformity to their instructions. And as they derive their authority from the Magistrates, and are accountable to them only

*Old System. (Watchmen.) New System.*

If a Watchman happened to be an honest man, who would not connive at any depredation, being under the control of the Mate, he was sent to the Quays in the Lighters, that nothing might be communicated that was going forward. But even while on board, these watchmen being armed with no authority ; having no person to control them, or to inquire whether they were faithful or corrupt ; and being equally well paid, without any risque of dismissal, whether they acted properly or improperly ; they naturally yielded to the force of bad example : (and more

only for their conduct ; and as they know they will be narrowly watched and minutely examined how far they have performed the duty assigned them, they stand in a predicament different from all other Watchmen. They must be *correct, vigilant, and faithful*, in the discharge of the trust they have sworn to fulfil, or they not only lose their bread, but are rendered infamous, and are punished in case of any criminal connivance. No check that can be devised, although strengthened by pecuniary penalties, or even by bond and surety, can equal that which attaches to a

the next County Gaol, there to remain until the [next] Court of Oyer and Terminer, Great-session, or Gaol delivery, or until the Offender shall be delivered by due course of law ; and, in case an indictment shall be found against such Offenders, or any of them, they shall plead thereto, without having time to traverse the same, as is usual in cases of Misdemeanors, and being duly convicted thereof, shall, by order of the Court, be sentenced to hard labour on the River Thames, or any other navigable River in *England*, for any term not exceeding three years, as under 19 Geo. III. c. 74. in cases of Grand Larceny ; or the Court may order such Offender to be committed to the Common Gaol, or House of Correction, for any term not exceeding three years.

By § 35 of the Statute 9 Geo. II. c. 35, If any person passing with prohibited or uncustomed Goods, and armed with offensive weapons, shall hinder any Officer of the Customs or Excise, who, in the execution of his duty, shall offer to search or seize any prohibited or uncustomed Goods from any person passing with such Goods, and armed as aforesaid, by beating the Officers or other persons acting in their assistance ;—it shall be lawful for all Officers of his Majesty's Customs or Excise, and all persons by them called to their assistance, who are so resisted, *to oppose force to force*, and by the same methods that are violently used against them, and by which their lives are endangered, to defend themselves and execute the duty of their office : and if any person so  
resisting



*Old System. (Watchmen.) New System.*

*to perform*—to watch the property day and night until the Lighter was discharged. And hence arose the excessive plunder which has heretofore taken place both in the Lighters and upon the Quays, at the time when these Watchmen, if not parties themselves, were either asleep or absent, receiving high wages for performing a pretended duty, in many instances, without any check or control upon their conduct, or any means used by which it could be discovered, whether they did their duty or not. The most infamous practices have been generated, and

Officer who attends the Lighter, and delivered by him to the Marine Police Guards, who are in constant attendance upon the different Quays. The Marine Police Watchman, after taking a receipt for the cargo of the Lighter, returns immediately to his ship, and the Quay Guard takes the Craft under his charge.

This Guard is a distinct Establishment under the Marine Police. It consists of Thirty Sworn Officers and three Surveyors, as checks upon their fidelity. These Guards are stationed upon all the different Quays and Lighters, and their distribu-

**Old System. (Watchmen.) New System.**

lage which must naturally be expected, from an exposure for such a length of time to men of the most depraved characters, both by night and by day, and who are constantly hunting about for this species of accessible plunder, as a means of subsistence : and hence arose the losses which Lightermen and Wharfingers have been occasionally compelled to make good to consignees, and which could not fail to increase, if the Marine Police Institution had not collaterally extended its protection to this class of men, as well as to Planters, Merchants, and Ship-Owners.

rior benefits of the plan now adopted, as the following voluntary testimony of a respectable Wharfinger :—His words are these, “ I am proud to say, I “ never saw the business of the “ Quays conducted with so much “ ease and comfort as it has been “ this Fleet ; I proposed doing “ myself the honour to wait on “ you, to acknowledge the utility of stationed Constables on “ each Wharf, who act with such “ good authority, in keeping “ off idlers and long-apron-men “ who seldom or ever work”.

This comparative view exhibits, in a small compass, the effect of the System, wherever its protection was permitted to extend to specific Ships, discharged under the control of the Institution.

Notwithstanding the benefits, derived by the Proprietors of West-India Cargoes, have been rendered so indisputably clear and self-evident ; and the Committee of Merchants, authorised to conduct the whole of the general affairs of the Trade, have so anxiously recommended it to Ship-owners and Ships' Husbands, to place their Vessels in this Trade under the protection of the Police, without any new expence being incurred ; it is no less true than singular,

gular, that the Owners of, at least, one-third of the Ships, composing the Fleets which have arrived since the Institution was established, have not chosen to avail themselves of the advantages which it held out. Hence it has followed, that a certain proportion of the Freighters and Consignees have, in such instances, been deprived of that immediate protection which they had struggled, by their Committee, for so long a period to obtain; and their Property, for want of Police Constables, was not only exposed to pillage in the Ship, but unavoidably deprived of the chain of transit protection in the Lighters, and upon the Quays, which has been provided for the security of such cargoes as are placed under the cognizance of the Institution.

The System itself (as far as human Institutions

eager in pursuits of wealth that an evident benefit, with respect to the security of property, (often of great magnitude,) is sacrificed to save a certain trifling expence; and it is much to be lamented, that the proprietors of cargoes do not in general experience that attention and liberality from many Ship-Owners and Ship-Masters which they deserve.

Had the Marine Police Institution subjected Ship-Owners to any pecuniary expence for its support, there might have been some reason, (and even that too would have been of a slight nature,) for refusing to comply with the regulations of the West-India Merchants. But when it is shewn that no new expence whatsoever attaches to this class of men—That nothing ~~was~~ asked of them by their Freighters, the West-India Merchants, but to substitute Police Constables in lieu of the old Watchmen, which the usage of the Port had fixed as an expence on the Ship-Owners.—That the request thus made was not only with a view to the compliance with a moral obligation on the part of Ship-Owners to do their

“ It is with peculiar satisfaction that the Committee find them-  
“ selves enabled to state that the expence of Lumping out a Ship  
“ under the New System will probably not exceed the average  
“ amount paid for Lumpers and Watchmen.—The whole of the  
“ freight on the quantity of produce usually plundered, will there-  
“ fore be a clear profit to the Ship; and estimating this Depreda-  
“ tion at the very low rate of one-quarter of a cwt. Sugar per hogs-  
“ head, it is obvious that the saving to Ship-Owners in the Port of  
“ London only, will in one year, amount to £.10,000, on the  
“ single article of Sugar imported, exclusive of other Merchan-  
“ dise.”

utmost

utmost for the purpose of protecting the property of the Freighters: but also to promote their own immediate interest, as has actually been shewn, by an increase of Freight, and the security of the Tackle, Apparel, and Stores of their Ships from Plunder.—It will appear almost incredible that an Institution originating in principles so admirably calculated to extend benefits to a class of men, who had long complained loudly of the injuries they were suffering by *Pillage* and *River Piracy*, should not have received the utmost countenance and protection.—But when it is further stated, that the original Projector of the design *not only laboured himself gratuitously, but exhibited in the arrangements, (as has already been shown,)(m)* which he established, a System of œconomy evincing in the actual expenditure the same minute

seem that a design thus formed and conducted, would have experienced the universal support of every class of men, concerned in Shipping and Navigation.

It was however, speedily discovered, that this Institution had more to struggle with than the mere Delinquency upon the River, extensive and alarming as that appeared to be. There were secret springs which operated powerfully in exciting the most unjust and unfounded prejudices. Not a few of the old Master Lumpers, whose ill-gotten gain had perhaps, enabled them to afford pecuniary and other facilities, to some Ship-Masters, and Subordinates in the Counting Houses of the Merchants, appeared to have a certain degree of influence in exciting clamour, and in raising difficulties. Men who had long profited by Contracts for the Delivery of Ships, which the West-India Merchants had declared in their Public Report, (o) "*To be ruinous and destructive to the Port of London,*" could not easily relinquish a position which had been so extremely productive of money arising from the infamous System of Pillage, at which they had connived.

The laudable attempts therefore, which were made by the Body of the West-India Merchants, to have their Cargoes discharged by means of Lumpers, under the Regulations of the Marine Police Institution, (p) were, in some measure, defeated by the intrigues

(o) See APPENDIX V.

(p) On the arrival of the first Fleet, after the Establishment of the Marine Police Institution, in addition to the Public Report of the

intrigues of not a few of those whose improper conduct had rendered these Resolutions necessary. Ship-Masters were assailed immediately on their arrival, and the strongest prejudices were attempted to be excited against that Department (r) of the Institution, which had been planned and recommended by the Merchants themselves.

The object of these intrigues was to induce Ship-Owners and Ship-Masters to adhere to the Old System, partly from parsimonious views in being eased of the expence of Police Watchmen, and perhaps, in some instances, from motives of influence arising from certain facilities which the Police System did not hold out.

the Committee of the West-India Merchants, the following Resolution of a General Meeting, bearing date the 26th of June 1798

The result was, that in many cases where the recommendation of the West-India Merchants was disregarded, the Cargo became exposed to Pillage, to a certain extent, both in the Ships and in the Lighters, and also upon the Quays, inasmuch as the West-India Produce, in this situation, was unavoidably deprived, not only of the benefit of the nautical Surveyors, in superintending the discharge, and controlling the Ship Constables, but the Chain of Security, which had been devised by watching the Property in, and from the Ship to the Quays, and until it was deposited in the Warehouses, could only apply to Cargoes placed under the charge of the Institution.

Under these mortifying circumstances, which, in spite of the laudable exertions of the Merchants, operated so powerfully in defeating in part the great preventive System which had been devised, there was no alternative, but to double the exertions of the Police in detecting the Offences, which were thus generated; since no power existed to enforce the means of Prevention, which had operated so favourably in all instances where it applied.

Accordingly by the vigilance of the Police Surveyors upon the River, instances frequently occurred where Lumpers and others were detected with Sugars, Coffee, and other Articles, stolen from unprotected Ships, who, but for this circumstance, might have been kept honest; and it must be lamented by those of humane feelings, that the





out *in terrorem* to all Police Constables, who should presume to interfere with them, or offer them any insult in the fair execution of their duty. On the contrary, they were strictly enjoined to afford every assistance, and on all occasions to conduct themselves towards them with the utmost attention and civility, under pain of immediate dismissal.

But above all, the Commercial Body trading to the River Thames, is eminently indebted to the uniform countenance and protection afforded to this Institution, by his Majesty's Principal Secretary of State for the Home Department, (n) whose characteristic patriotism, stimulated by an ardent desire to do good, produced the most beneficial effects in the steady and uniform support, which he afforded as chief Magistrate of the Police; and the great attention he bestowed, (and still bestows,) in promoting whatever contributes to the efficacy, and general utility of this design.

Aided by the condescending influence of such high authority, and the consciousness of being engaged in a pursuit highly beneficial to the Community, those in the immediate direction felt encouraged to persevere under many accumulated difficulties, and the consequences were favourable in the highest degree to the cause of Public Morals, and the security of Commercial Property.

The eyes of many of the most respectable of the Ship-masters, were at length opened to the utility

(n) His Grace the Duke of Portland.

of the design : and after its effects were fully understood, they bore the most honourable testimony of the benefits they had derived from it. (g)

The

*CERTIFICATE.—Signed by fifty-one reputable Ship-masters, residing in the Port of London.—October 1798.*

WE, the undersigned Owners and Masters of Ships in the West-India Trade, &c. having taken into our consideration the Plan of the Marine Police Institution, for protecting the Property of the Planters and Merchants on board of Ships and Vessels in the River Thames, and for discharging the said Vessels under the inspection of sworn Officers controlled by the Institution, and also under the superintendance of Surveyors of reputable character, who have been Masters of Vessels; and having each of us experienced the good effects of this Institution in the discharge of Vessels under our respective commands, lately arrived from the West-Indies, not only in regard to Pillage and Plunder, which it was formerly next to an impossibility to prevent, but also the great care taken in regard to unstowing the Cargoes, which it is well known have

The Body of the Wharfingers, equally impressed with a sense of the advantages which they found to arise from the link, in the general chain of protection, which extended to the Quays, testified their highest approbation of the Establishment. (r)

Nor were the sentiments of the West-India Committee, who were more immediately interested in the benefits which arose from this Institution, less decided than those who preceded them. At a meeting held at the close of the season, when the Fleets had mostly arrived, and a clear estimate could be formed of the *effect of the System*, that respectable Body added their testimony, not only with respect

already proved to be useful, and from which greater advantages still may be expected, we have hereunto subscribed our names, and also the names of the Ships we respectively command, and likewise the date of our respective signatures.

(r) *Extract of a Letter from Edward Ogle, Esq. Chairman of the Body of Wharfingers, at a General Meeting: to the Magistrates of the Marine Police Office.—City Chambers, December 18, 1798.*

“ IN compliance with your request, I have had the honour of  
 “ laying your Letter of the 21st *Ult.* containing certain queries  
 “ as to the effect of the Marine Police Establishment, before a  
 “ numerous meeting of the Wharfingers of the Legal Quays, held  
 “ at Batson’s Coffee-house, for that purpose: and I have the satis-  
 “ faction to inform you, that it was the unanimous opinion of the  
 “ meeting, that the establishment merited every encomium that  
 “ could be bestowed upon it, for the various and extended advan-  
 “ tages derived from it to the trade of the Port; and they  
 “ requested me further to inform you, that they feel themselves  
 “ bound in honour, whenever called upon, to bear testimony  
 “ thereto.”

TREATISE ON

... *... derived by the Trade in* ... *... interest, but also, by the Port of* ... *... ; and likewise by the Public at* ... *... benefits which resulted to his Majesty's* ...

... documents, evincing the favourable opinion ... *... Bodies, who, from their peculiar situa-* ... *... qualified to make comparisons between* ... *... of morals among the labouring Class, and* ... *... extent of the delinquency, as it applied to* ... *... India Property, before and after the operations* ... *... Police, have been since confirmed by* ... *... West India Planters; who, after a full* ... *... of the nature and effect of the remedies* ... *... applied, for the purpose of removing* ... *... which had very long been felt as a serious*

approbation, by a vote of thanks to the Author of the design. (t)

In addition to these proofs of the conviction, of those immediately interested in the prevention of the Plunder of West-India Property, of the utility of the Marine Police System, may be added the general Testimony of those who have had access, to know precisely the nature of the Protection afforded to West-India Property, before and since the Establishment of this Institution.

In the Ships, during the delivery of their Cargoes, under the cognizance of the Police, none of those infamous transactions with Receivers have been suffered, whereby excessive Pillage took place in the night, by means of a previous understanding with

*(t) Extract from the Minutes of a General Meeting of the West-India Planters, held by Public Advertisement, at Wright's Coffee-house, Soho Square, London, June 13, 1799 — The Right Hon. Lord Penrhyn in the Chair.*

RESOLVED,

That Lord Penrhyn be requested to communicate the thanks of this Meeting to Mr. Colquhoun, for the zeal, ability, and perseverance with which he has endeavoured to form an effectual check to the system of Depredation, which prevailed on the River Thames.

*Copy of a Note from the Right Hon. Lord Penrhyn to Patrick Colquhoun, Esq.*

Lord Penrhyn presents his compliments to Mr. Colquhoun, and has the honour of transmitting him the enclosed Resolution.

Lord Penrhyn feels a very particular satisfaction, in conveying the sentiments of the Meeting, and their approbation of Mr. Colquhoun's plan.

the

the Mates and Revenue Officers ; while the Lumpers, Coopers, and all others on board, were effectually prevented by the terror which the System excited, and by the vigilance of the Officers, acting under control of the Surveyors, and the risque of detection by the House-Constables on shore.

The Watermen were no longer observed hanging about Ships during their discharge, nor were the *Mullarks* to be seen, as formerly, surrounding them at low water. It now ceased to be an object with both, since nothing was to be procured.

Not a few of the Journeymen Lightermen, finding no advantage could be obtained by forming connections with persons on board of West-India Ships, for the purpose of receiving and concealing Plunder in the Fore-scuttle, seldom attended until called upon

or Justices of the Peace, within their respective Jurisdictions, to summon Offenders (within six days after any Offence is committed) and, on the refusal to appear, to apprehend them by Warrant, and to punish them by Fine, not exceeding the Penalty imposed for the Offence ; or, in case of refusal to pay the Fine, by Imprisonment not exceeding one month.

A like authority is given to summon, apprehend, and punish persons refusing to pay Watermen their Fares, &c.

Authority is also given to two of the Rulers of the Watermen's Company (as well as to the Mayor, Aldermen, Recorder, and Justices) to hear Complaints between Watermen and Watermen, their Widows, Apprentices, &c.

An Appeal is by this Act given from the Mayor, Aldermen, Recorder, Justices or Rulers of the Company, to the Quarter Sessions.

HAVING thus stated the rise and progress of these Laws, respecting Watermen, and the Jurisdiction given by them to Magistrates, it will next be necessary to recapitulate the Penalties imposed on the several Offences created and made punishable by the Acts:

1ST. *As to Apprentices.*

Apprentices, bound to Watermen, &c. shall, in case their Masters' Habitation be not registered with the



: The Conductors of this design, feeling strongly, however, the dangers which might arise from the want of that direct and immediate Prosecution of which the Proprietors of the Cargoes, who were to be the Sufferers, were in most instances ignorant, employed every means that could be devised for the purpose of watching these unprotected Ships, with a view to the detection of Plunderers during the night, and of searching the chief part of the Lascars, on leaving the unprotected Ships where they were employed as Labourers; and it is believed the chief part was detected, since nearly two hundred were either imprisoned or fined for small Offences, while fourteen have been put upon their Trial for higher Crimes, of which number, it is to be lamented, that it became necessary to make some

March 1799, (x) does not amount to *One-fiftieth part of the loss that was sustained in former years*, and that the Saving to the Proprietors must of course have considerably exceeded *One Hundred Thousand Pounds a year in Sugar, Coffee, Cotton, Cocoa, Pimento, Ginger, and other articles, while the Revenue must have gained also a very large Sum.*

(x) Importation of Sugar and Rum, from the West-India Islands, &c. to the Port of London, from the 3d of July 1798 to the 25th of March 1799 :

	<i>Ships.</i>	<i>Casks-Sugar.</i>	<i>Cysks-Rum.</i>
Jamaica	164	72,208	17,959
Antigua	14	5,258	715
St. Kitts	14	6,137	755
Barbadoes	17	7,961	65
Granada	18	6,806	443
Montserrat	6	2,742	568
Nevis	4	1,867	418
Dominica	14	4,152	400
St. Vincents	26	10,147	908
Tortola	3	789	109
Bermuda	1	171	0
Sundry Places	108	33,358	2,271
	<hr/>	<hr/>	<hr/>
Total	389	151,576	24,511
	<hr/>	<hr/>	<hr/>

## C H A P. VI.

*The Effects produced by the collateral Influence of the Police System in guarding, in a certain degree, other Branches of Trade, besides that of the West-Indies from Depredation, particularly the Tackle, Apparel, and Stores, of all Ships and Vessels in the River:—In the Utility of the Design to the East-India Company:—To the American and Hamburgh Merchants, evinced by the public Testimony of Ship-Masters in these Trades:—To the Canada Trade:—The Russian Merchants:—The Importers of Timber and Grain, Wines, Brandies, Fruits, &c.—And to the Coasting and Coal Trade:—In the*

collateraly to all Branches of Trade and Navigation in the River Thames : and it was only because the Civil Force was insufficient, and that the System did not admit of arrangements, calculated to compass the general Protection of the Port, that some Depredations continued to be committed.

Limited however, as it has been, both with respect to pecuniary Resources, and a competent number of Boats and Assistants, to overawe and detect Offenders in every part of a wide-extended River, and still more so on the numerous Wharfs and Quays, from whence the Police Guards were withdrawn as soon as the West-India Cargoes, under their charge, were in a state of Security; certain it is, that the regular Perambulation of the Police Boats, in their daily and nightly Surveys of the River (few as their numbers comparatively were) produced a very important effect in preventing those Depredations of River Pirates, upon the Tackle, Apparel, and Stores, of unprotected Ships, to which they had on former occasions, been exposed ; and by which outrages considerable losses were sustained.

But these were not the only advantages which Ship and Craft Owners have received from the Establishment, and the operation of this Design, since it appears upon the Records of the Institution, that in Snow-Storms, and severe Weather, when Vessels drifted from their Moorings, and when only the Police Boats attempted to go upon the River, the nautical

tical skill and labour of the Surveyors and Boat Officers have been zealously excited in saving both Shipping and Craft, which would probably otherwise have been lost,( r) if such timely assistance had not been afforded.

To the Shipping and Craft in general, this Institution has afforded a security which cannot sufficiently be appreciated by those who have great Property at hazard in the River Thames, in times like the present, when the Crews cannot be kept on board, and when, besides the damages arising from tempestuous weather, a still greater calamity was at one period to be apprehended from conflagration, contemplated by incendiaries, whose diabolical designs, it is to be hoped, have been frustrated by the vigilance of the Marine Police, and the terror which

a knowledge that the Police Boats were constantly upon the River.

To the *East-India Company*, although the system did not immediately extend its protection to their Ships, yet considerable benefit has been derived by the apprehension of Lumpers, with Tea, Pepper, and other Articles, and in exciting a greater degree of caution and vigilance on the part of the Revenue Officers, whose duty it was to prevent every species of Pillage and Depredation.

Nor have the Chairman and Directors of this great Company been backward in manifesting the sense they entertain of the utility of this new Establishment, since they have committed to its charge matters of considerable importance, on which both secrecy and confidence, in the proper execution of the trust, became indispensably necessary.

Among the various branches of trade carried on, to and from the Port of London, those of *America* and *Germany*,(z) (where the aggregate Imports and Exports amount to above Sixteen Millions a year) have not only felt, but acknowledged the advantages which have been derived from the Marine Police, even upon its present very limited scale,—as appears by the following testimonies :—

WE the undersigned, *Masters of American Ships*, trading to the Port of London, do publicly declare, that until the establishment of the Marine Police, the Cargoes and Stores of our Ships, while delivering and taking in, were constantly subject

(z) See Table, p. 22.

to Plunder, by various descriptions of Plunderers on the River Thames, but since such an establishment of a River Police, we have experienced the greatest difference as to the security of Property on the River, occasioned, in our opinion, by the vigilance of the Guard Boats, and Officers of the Marine Police Institution, by day and night, patrolling on the said River. In testimony whereof, we hereunto subscribe our names, and the Ships we respectively command.

*Signed by Seventeen Ship-Masters.*

We, the undersigned *Masters of Hamburg Ships and Vessels*, trading to the Port of London, being truly sensible of the manifest difference as to the security of Property, on the River Thames, arising from the vigilance of the Guard Boats and Officers of the Marine Police Institution, patrolling the River, by day and by night, do consider it our duty voluntarily and publicly to declare, that whereas, formerly our Cables, Hawsers, and every article of Ships' Stores, as well as the inward and outward Cargoes of our Ships, while delivering or tak-

Nor has the extensive Commerce in *Timber* and *Grain* been less benefited, by the collateral checks to the pillage to which these branches have been exposed. The detections and the punishments which have taken place, operated powerfully in diminishing the great losses which were annually sustained.

In the importation of *Fruits, Wines, Dye Stuffs, Brandies, Gin, and other Liquors*, considerable benefits have been derived from the security which the Police established, in overawing Delinquents, who turned their attention to this species of plunder; and particularly those, who, by means of Jiggers, Tin Tubes, Skins, and Bladders with nozles, were accustomed to draw off and purloin large quantities of Liquors.

The *Coasting Trade* has also shared in the general advantages which have arisen by the dissolution of these numerous Criminal Confederacies, whose depredations extended to this, as well as all other Commercial Property.

But the *Coal Trade*, in particular, has obtained advantages which only require to be understood, in order to demonstrate that the benefits extend not only to original Owners and Coal Merchants, but also to every consumer of this species of Fuel, whose supplies depend on the importation into the River Thames. The important reform of the excessive abuses which prevailed in this Trade, is rendered manifest by a candid and fair comparison of the state it was in, before and since the existence of the Po-



the System. The prevention of the excessive Pillage in the Colliers, and the consequent abolition of public Markets, for the sale of plundered Coals, and the check given to the daily and nightly depre-dations which were committed in the Coal Barges, will be best explained by the following public tes-timony :—

*At a general Meeting of the Buyers and Factors of Coals, in the Port of London, held this Day, at the Gun Tavern, Billingsgate—Dated the 9th January, 1799.*

It was resolved, that it is the opinion of this Meeting, that the Pillage of Coals, in the River Thames, has been consider-ably prevented by the exertions of the Marine Police Office, which exertions, it is hoped, will be continued in future. It is likewise determined, that a copy of the above resolution shall be sent to the Office, signed by the Chairman

committed on *outward-bound Cargoes*, have arisen in part, or at least have considerably increased, in consequence of the numerous gangs of thieves being cut off from the other resources of pillage, which they formerly possessed in so eminent a degree, and almost without check or control ; but it is known from recent evidence, that offences of this nature have long existed, and been carried on to a great extent ; and that the detection and discovery of this species of plunder is, in a peculiar manner, to be attributed to the general influence of the system of River Police.

It is not however unlikely, that certain classes of Delinquents, who had been long accustomed to profit by the privilege they assumed of plundering homeward-bound Cargoes, and who perhaps, trusted to this as a means of enabling them to indulge in luxuries and extravagance above their station, (and not within the compass of their fair earnings,) may have availed themselves of the very unprotected state of outward-bound Cargoes, in committing acts of depredation, which would not have taken place had not other resources failed.

Be this as it may, the records of the Institution shew, that the detection of Offenders in this line of Plunder has been more numerous, during the short period since the Marine Police was established, than for many years before : and if that vigilance which has produced these discoveries, and the examples which followed, can have any influence in overawing

Delinquents, and in preventing a repetition of the same mischief, the Export Trade in common with the Imports, has derived benefit from the security which has been thus afforded.

It must be admitted, that these benefits and this security can only at present be considered as partial, since the effective part of the System as yet applies only to one branch of Trade, to the protection of which the Civil Force is chiefly directed. This however, admits of an easy remedy; namely, an extension of the Design to the whole Commerce of the Port. The propriety of a measure so salutary, even without the various lights which this Treatise throws upon the subject, has already engaged the attention, and excited the exertions of many of the most respectable characters, in whom the Commer-

## C H A P. VII.

*Considerations on the National advantages of the Marine Police Institution:—The benefits which would arise from an extension of the same design, to every Commercial Port where extensive Trade is carried on:—Exemplified in the instance of Liverpool, and the River Severn.—The benefits to the State demonstrated, in the preservation of the duties on Stolen Property; in the check given to illicit Trade; and in the protection afforded to Naval, Victualing, and Military Stores.—The sense entertained by the Commissioners of the Navy, of the deficiency of the Laws, and of the want of a proper Police, with respect to this species of Property.—Specific detections of the pillage and embezzlement of Public Property.—Reasons for estimating the saving to the Revenue under the establishment of the Marine Police, at not less than £.150,000 a year:—The security it also affords against conflagration by Incendiaries.—Concluding Observations.*

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**I**N all instances where internal regulations operate beneficially to bodies of men or individuals, an essential advantage results to the Nation at large.

In this point of view, the Marine Police Institution becomes

becomes extremely prominent, as a wise measure of Government, highly interesting wherever Commerce is carried on, since it appears that the contagion of Pillage is not confined to the River Thames alone ; but has infected every Port in the Kingdom, more or less, in proportion to the increase of opulence, and the extent of Commercial Property in circulation. (a) Nor is this view of the too general corruption of morals among Aquatic Labourers, carried even to the extent which truth and a knowledge of facts fully warrant.

Evil examples are of rapid growth ; and where no pruning hand exists, they speedily extend their poison far and wide. It appears, in fact, that the immense Property which floats upon navigable Rivers and Canals in all quarters, is become subject to Waste

evincing that the science of Police as it has been applied to the River Thames, has become a great National

“ called Trows, are all open. The Goods are protected from  
“ damage by tarpaulins only. They will carry 120 Tons or more,  
“ and are navigated by seven or eight men, but never proceed  
“ higher up the River than from Bristol to Gloucester. After-  
“ wards, the Cargo is put into Barges, and the Crew distributed  
“ amongst them; and these with occasional assistance bring their  
“ Cargo home. On the downward voyage, the Goods are put on  
“ board of from three to ten or more Barges, which convey them to  
“ Gloucester; a part of the men proceed from thence in the Trow  
“ to Bristol with the Goods, while the others return home to be  
“ ready for the ensuing springs. It is during the transit of these  
“ upward and downward Cargoes of the most valuable Merchan-  
“ dise, that the most daring, systematic, and enormous Plunder is  
“ carried on, which would stagger credibility, and which affects  
“ us as common Carriers so seriously, that not knowing how or in  
“ what manner to proceed, we have made free to solicit the favour  
“ of your assistance. At an extravagant expence and infinite  
“ trouble, we employ people to weigh the various packages of  
“ Manufactures of Sheffield, Birmingham, and Manchester, on  
“ receipt and delivery, when it not unfrequently turns out, that a  
“ package weighing alike at each place, shall contain a quantity of  
“ Bricks and Stones as a substitute for other valuables. The  
“ common men receive 13s. or 14s a-week besides provisions,  
“ notwithstanding not a Cargo arrives without depredations being  
“ committed. There are four other concerns of this sort, of  
“ which ours is one, whose losses are grievous. It is supposed  
“ there are Receiving-houses for the reception of the articles which  
“ are stolen, in the neighbourhood of Newnham; and a respectable  
“ Inhabitant of that place states, that it will be attended with no  
“ small degree of danger, to attempt to detect and punish them.  
“ We are persuaded there cannot come a cask of Liqueurs without  
“ adulteration, and no Gentleman will trust a pipe of Wine in  
“ their hands. The Masters of Vessels are equally ignorant as  
“ their Crews, and are supposed to league with them. This, added  
“ to the extreme difficulty of bringing home the charge, and the  
“ slight

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The image is a dark, high-contrast scan of a document page. It appears to be a book cover or endpaper, with a dark, textured background. There are faint vertical lines and a small, light-colored rectangular mark near the bottom center. The overall appearance is that of a heavily underexposed or dark scan of a physical document.

But these are not the only benefits which the State has derived from the effect of the Marine Police. His Majesty's Naval, Victualing, and Military Stores, have experienced a security heretofore unknown. Many extensive depredations have been prevented merely from the terror which the system excited, and from the detections which held forth to Delinquents, the danger to which they were exposed from the vigour and energy of the design.

The records of the Institution and the frequent communications with the Navy and Victualing Boards, in consequence of the pillage and embezzlements of Public Stores which were discovered and detected, sufficiently prove that the influence of this branch of Police, crippled as it has been for want of apposite Laws, (c) was not confined in the benefits

(c) The deficiency of the Laws as they particularly apply to minor offences in purloining and embezzling His Majesty's Stores, have been so prominent in the view of the Commissioners of His Majesty's Navy, by the recent acquittal of several Offenders, that they have formed the laudable resolution of applying to Parliament for more apposite Legislative Regulations, calculated to reach the various cases of pillage which now frequently occur, where the Culprits escape without any punishment at all, to the great injury of the Public, inasmuch as crimes of a peculiar description are generated and increased from the security experienced by Delinquents. As a proof of the favourable sentiments entertained of the Police System by the Commissioners, and of their patriotic intention to use every means for the purpose of checking this extensive and growing evil, the following Letter has been addressed by their Solicitor to the Author of this Work, who is now anxiously employed in devising a plan of Police adapted to the prevention of Frauds,



benefits it confers !, to **Commercial Property** alone ; but that it extended collaterally to the protection of every species of **Government Stores** in transit upon the River Thames.

The effect of the System operating thus beneficially to the State, is proved not only by the number of persons who have been detected and punished, (*d*)

**Frauds, Plunder, and Embezzlements, in His Majesty's Armaments, Dock-yards, and Ships of War and Transports, &c.**

SIR,

*Norfolk-Street, May 16, 1799.*

The Commissioners of the Navy, having an intention of applying to Parliament, to extend and amend the Laws for preventing the embezzlement and stealing of His Majesty's Naval Stores, and having directed me in preparing the intended Bill, to attend to the suggestions and recommendations on the subject in your excellent and valuable Publication, I shall consider myself as obliged to you, as I am sure the Commissioners will, if you will at your leisure have the goodness to furnish me with any hints upon the subject,

but still more by the apparent diminution of the evil.

Hence it would seem, that in whatever relates to the permanent establishment of this System, the State is not less interested than the Individuals. The benefits are mutual with respect to the security of Property against the depredations of Delinquents, while in other respects, a paramount interest is felt by the Government of the Country, not only in the improvement of the Revenue, (*e*) which must have increased very considerably, but also in the security against conflagration arising from the vigilance of the System, in carrying into effect the Laws relating to Gun-Powder and boiling of Pitch, and other combustible matter in Ships, while at their Moorings in a crowded Port.

Nor is it unfair to presume, although no direct proof can be advanced, that the Marine Police has been of singular use in counteracting the traitorous designs of these desperate Incendiaries, who appear from evidence, founded on the highest authority, to have meditated the destruction of the whole Shipping in

(*e*) If it is admitted, according to evidence, that there is not one-fiftieth part of the plunder of West-India Goods which formerly took place, it must follow that the Revenue on the remaining forty-nine-fiftieths, estimated at more than 100,000*l.* must, on Sugar, Coffee, and other articles, paying a high duty, be equal to 50,000*l.* a year, besides what is gained on all other articles of Commerce :—an advantage rendered farther manifest by the open declaration of Smugglers,—“*That their Trade has been more cut up by the Marine Police, than by the whole combined efforts of the Revenue Officers.*”—

This

in the River Thames in the year 1798, by a general conflagration. The evil happily has not taken place; and it may not be unreasonable to suppose, that the dread of detection which the System excited, in consequence of the unremitting vigilance of the Surveyors, in perambulating the River with an armed force during the whole of the night, has defeated these diabolical designs.

The utility of a watchful Police for the purpose of controlling, by its influence, the turbulent and unruly passions of such a multitude of dissolute characters, who are at all times employed in Ships and Craft in this extensive Commercial Port, is too evident to require any comment; since occasional conspiracies among Seamen and Labourers, as well as tumults and disorders, may always be dreaded, where such a

## C H A P. VIII.

*The means used to render the experiment of the Marine Police permanent and complete.—The existing Laws found to be extremely deficient.—Great Attention and Circumspection necessary on that Account.—A new System of Legislation digested, and grounded on actual Experience.—A Wish suggested to extend the Benefits of the Police to the whole Trade of the River.—A Proposition for raising a Fund adequate to this Object, submitted to the Trade at large.—A Bill modelled with this particular View :—Its leading Objects explained :—To raise a Fund of 10,000*l.* by a small Tonnage Duty :—To afford Complete Protection, by means of Civil Guards disciplined as a regular Body :—To give extension to the Legal Powers and Penalties of the Act of the 2 Geo. III. cap. 28.—The want of a centre of Union among the Merchants, assigned as a reason for the delays which have prevented the Establishment of a proper Police.—The utility of the Bill in removing the Barrier to future Improvements.—Reasons assigned why Docks will not supersede the necessity of a Police ; and why Pillage to a great extent must prevail if no Establishment exist to prevent it :—Exemplified in the Case of the Dock-yards, the East-India Warehouses, and the Docks and Warehouses at Liverpool :—Security only to be obtained by an over-*

*ering Point:—This System indispensably necessary  
 will be mentioned Doctrines:—The same Service not to  
 be performed in any other way at an equal Expense.  
 —The Commercial Fund limited to the River and  
 Land Customs.—The Magistrates, &c. to be paid  
 by Government.—The Principle explained upon which  
 the Table of Tonnage Dues is formed.—The ad-  
 vantages resulting from the Protection which this  
 Fund will afford:—Arguments offered in favour of  
 the System:—Doubts suggested whether it will op-  
 erate at all as a Burthen on the Trade.—Explana-  
 tion of the Table of the proposed Tonnage Dues.—  
 A permanent and energetic Execution of the whole  
 Police System secured by the Bill.—Concluding  
 Observations.*

and that various new Legislative Regulations were indispensably necessary, to enable it effectually to restrain the multiplied evils which were discovered to exist.

This deficiency was, in some degree, counterbalanced by the excessive labour bestowed in giving vigour and effect, to whatever appeared to be incomplete in respect to Legislative Regulations, and the caution and circumspection which was manifested wherever difficulties occurred, counteracted, in a great measure, the imperfections and the deficient powers which might otherways have operated to the prejudice of the object which was to be attained, in promoting the ends of Public Justice.

The River Police, like a machine imperfect in the construction, required, and still continues to require, that unremitting attention and dexterity in putting it in motion, which will cease to be necessary, when regulated by Legislative Provisions, adapted to the precise purposes of meeting the various evils with effect;—checking their progress, and ultimately preventing their noxious operation.

It was evident, that the Projectors of this Plan were to be chiefly indebted to practical experience, not only for a correct knowledge of the actual deficiencies; but for those lights which were indispensably necessary, to improve and mature the System, so as to render it permanently beneficial to the Commercial Body, and to the State.

Impressed

## TREATISE ON

notwithstanding which many persons deal-  
 Coals, do load the same from on board Ship  
 sure, without the said *Ingrain*, to the great  
 the Consumers ;" a penalty of 100*l.* (re-  
 in the superior Courts) is imposed on all  
 Lightermen, and others ~~selling~~ any quantity of Coals,  
 as and for *Pool Measure* such measure as is  
 usually given or allowed at Pool or River Thames)  
 and not delivering to the purchaser, their full quan-  
 tity of Coals, together with the *Ingrain*, as measured  
 to him from on board Meter.

*The Sale of Coals to Consumers is most materially regulated by the following Acts, establishing the LAND COAL-METERS' OFFICES, in London, Westminster, and Surry, and at the Wharfs on the River Thames, within those Districts :*

By the Statute 7 Geo. III. cap. 23. (continued to June 1st, 1812, by 38 Geo. III. c. lvi.) " to prevent Frauds and Abuses in the Admeasurement of Coals, sold by Wharf-measure, within the *City of London*, and the Liberties thereof ; and between *Tower-Dock* and *Lime-house Hole* in the County of *Middlesex*," it is enacted, That a Public Office shall be erected and continued within the City, in or near Thames-street, to be called, *The Land Coal-Meters' Office*, for the City of *London*, &c. to be kept open every day (Sundays excepted) from five in the morning till nine in the evening, in the summer half-year ; and from

six in the morning till six in the evening, in the winter.

The first Manager of the Office is named in the Act ; and at his decease, the appointment of that Office is vested in the Court of Common Council.

The said Manager and the principal Coal-Meters, and their Deputies and Servants, are declared to be subject to the control of the Court of Mayor and Aldermen ; to be dismissed or suspended by that Court, on complaint or proof of any Fraud, Neglect, or Misbehaviour, to be heard and determined by the Court in a summary way.

The Penalties, &c. under this Act, above 5*l.* are recoverable only in the Courts at Westminster. All others by complaint to any one Justice for London or Middlesex ; with an appeal to the Quarter Sessions : But it is observable, that a Justice has power *to convict*, in certain instances, where a Penalty of 10*l.* is incurred.

This Statute 7 Geo. III. cap. 23. is further explained and amended by cap. 83 of the Session, 26 Geo. III. By cap. 14 of the same Session, a like Office was established for twenty-one years, for the several Parishes lying between *Putney* and *Rotherhithe*, both inclusive ; to be provided and continued near Blackfriars Bridge, with five subordinate Offices, at *Putney*, *Wandsworth*, *Battersea* and *Lambeth* ; and in *Tooley-Street*.

Two Managers are appointed by this Act and subjected (with the principal Land Coal-Meters, and their



themselves, never to exceed *Ten Thousand Pounds a year*, and with power to diminish it to any sum, on a supposition, that by degrees the habits and morals of the Labourers and Mariners in the Ships, Vessels, and Craft upon the River, may be so improved as to render a less expensive Guard necessary.

The measure in view is to employ this Fund in extensive Guards upon the River, so as to supersede the necessity of the numerous inefficient Watchmen at present employed, at a very enormous and certain expence, while the Depredations which have been committed prove how uncertain and doubtful the advantages are, which arise from this very deficient System.

The object of the Bill is to substitute to this scanty and incompetent Guard, a well-regulated

ther stationary on the Quays, or in transit upon the River.

One of the principal objects of the Bill is to give extension to the legal Powers and Penalties contained in the Act of 2 Geo. III. cap. 28. (already explained) on the one hand ; while on the other it provides a competent Force, adequate in point of Numbers, as well as Funds, to accomplish the Preventive System which is in contemplation.

In the framing of this important Bill, (f) upon which the Security of Commercial Property, whether in *Docks* or in the *River*, will, in so great a degree depend, nothing can exceed the anxiety and care which have been manifested in *guarding Innocence from Oppression, and of divesting Power of the Faculty of Abuse.*

It extends to every object calculated to form a complete System of Prevention at the least possible expence, and fully provides for the preservation of the *Rights and Privileges of the City of London.*

The utmost attention has been bestowed in anticipating and obviating every possible objection which could be urged in opposition to every single Clause : and it is presumed the Bill may be said, with justice, to have originated in the purest spirit of Patriotism, and the most disinterested desire to do good, since the Promoter of the whole of the Design, does not contemplate any personal advantage, from its passing into a law, and has received no reward but

(f) For an Abstract of the Bill, see Appendix, No. VIII.

CHARITON

...consciousness of wish-  
...to his Country.—  
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almost all the evils which have been brought under the review of the Reader in this Work.

To this cause perhaps, is also to be ascribed, the delays which have occurred in obtaining Docks, and innumerable obstructions to the improvements of the Port, and the general benefit of its Commerce and Revenue.

The Bill in question among many other great and incalculable advantages will, without exciting a particle of jealousy by conferring power, remove this Barrier to useful improvements. The Police of the Port of London, from being heretofore attended to by nobody, will have efficient Guardians, with power only to do good, and without the faculty of doing evil. Such an Institution cannot therefore, be too highly appreciated ; but perhaps it will remain for Posterity to discover the true extent and value of the benefits which it will confer.

It has been argued speciously, that Docks will supersede the necessity of a Police; but reasons equally conclusive may be offered why those Establishments will increase that necessity.

Men inured to a course of Crimes, are not to be made honest by increasing the conveniences for shipping and discharging Cargoes, whatever these accommodations may be.

The more closely they are connected, and the smaller the bounds in which a multitude of labouring People are collected, the greater is the danger. It is impossible to lade or deliver Cargoes, or to  
stow

store or deposit Merchandise in Warehouses, without the intervention of Labourers; and equally impracticable, to control their voracious passions and rapacious desires, while thus employed by the common measures of Prevention, which can be exercised in the usual course of business. The Constable Watchmen, on such occasions, possess no overbearing influence. Their power, when compared with that of disciplined Police Officers, operates upon the minds of Delinquents in the same manner as men without Weapons of Offence, compared with an Army of Soldiers properly accoutred for War. To prevent Crimes, means must be employed so being constantly under the view of the Delinquent, the fear of Detection and the certainty of being conveyed to a Magistrate. This effect belongs exclusively to the

ber of Labourers, from 2 to 3000, many of them in the habit of committing crimes, must necessarily be admitted constantly into them. In what manner is this multitude of depraved characters, to be prevented from committing Excesses? The Functions of the Dockmaster have no relation to this object, nor would any arrangement he could make for preventing disorders avail. Unskilled in the mode of Detection, and incapable, from other business—from ignorance of the Law, or from timidity at the view of audacious Rapacity and Opposition, it would be impossible for him to act so as to overawe Offenders, or to keep them within bounds. Wherever multitudes of depraved characters are collected in one spot, *Danger is immediately and at all times to be apprehended.* The class of aquatic Labourers on the Thames differ from all others, inasmuch as their attention is constantly directed towards Plunder, and the means of procuring and concealing it. They are in this view placing themselves constantly in direct opposition to the intentions of their Employers, who are perhaps, at the moment unconscious of what is going forward. Being all equally desirous of obtaining Plunder, they are of course disposed, if resistance is necessary, to support one another. Wherever masses of Property are collected together, Crimes will increase, and Labourers will commit acts of Pillage. It is found to be the case in his Majesty's Dock-yards, where the Labourers are much more select than they can possibly be in Commercial Docks. It is even known to exist

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these guards must be trained to this particular duty, and kept pure by checks, to be established under the control of a vigilant magistracy. If not—they will be of little use.

It is the dread of the existing power of immediate detection, and the certainty of punishment as the consequence of this detection, that restrains men of loose morals from the commission of offences. Experience has shown how inadequate common Watchmen are to excite such impressions, and how powerfully they have operated in cases where Officers of Police stood in the same situation.(g) This truth cannot be too forcibly, or too frequently impressed upon the mind, wherever arrangements are to be

(g) The Marine Police, as recently exemplified, may be considered as quite a new Science, not yet perfectly understood. It operates as a restraint of the most powerful kind upon classes of delinquents, who would be restrained by no other means. To the System of vigilance which has overawed the Criminal actions of Labourers upon the River, joined to the imminent danger of detection, is to be attributed the general success of the design. Wherever this species of Police attaches, good order and security will prevail even among the most depraved and ferocious in civil society. Where it does not, confusion, irregularity and crimes must be expected. Wherever great bodies of aquatic labourers are collected together, the risque of danger from turbulent behaviour, will be greater, in proportion to the number of depraved characters who are collected together in one spot; and hence it follows, that mischief may be more easily hatched in Docks than on the River. A Police only can counteract this; and to the same preventive system will the Commerce of the Port be indebted for securing both the Docks and the Pool from conflagration. In fine, under every circumstance where property is exposed, a preventive Police must be resorted to in order to be secure.

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A general Police therefore, aided by an improved Legislative System, such as has been already explained, will be found indispensably necessary under all circumstances, even if all the Docks which have been in contemplation were carried into execution. It is by such means only that disorders are to be repressed, good order maintained, and conflagrations prevented.

Detachments of Police Guards, can be furnished at a less expence to protect Merchandise locally situated, than the same service can be performed in any other way ; with this great additional advantage, that while these Guards secure the Property of Individuals, and the Revenue of the State from waste and spoliation, they repress and prevent tumults and maintain good order.

A general System of Police therefore, applicable to every part of the River, and to every Dock and Landing-place, would seem to be indispensably necessary ; while, on the score of expence, it would be found infinitely more œconomical than any other mode that could be adopted ; and when the proposed actual burden upon the Trade and Shipping is known to be limited to *Ten Thousand Pounds a year*, beyond which it cannot be extended, although it may be reduced to any sum ; and when it is also considered that the whole is to be appropriated by the *Commercial Commissioners chosen by the Trade at large*, to the expence of the River Guards, without any appropriation for remunerating Magistrates

# TREATISE ON

not shot, forfeit 5*s.* and for every Gun  
10*s.* And if any Commander, or other  
of any Ship, or any other person on board,  
while such Ship shall be in the River between  
*London Bridge* and *Blackwall*, heat or melt, or  
permit to be heated or melted on board such Ship,  
any *Pitch, Tar, Resin, Tallow, Oil, or*  
other Combustible  
shall forfeit 5*l.*—5 1  
No Master, &c.  
*Thames* outward-bo  
Ship, except for th  
soever, the Offender  
mp. 20. § 4.

Ship, &c. lying in the  
I receive on board such  
service, more than 20*lb.*  
of Powder, before the arrival of the Ship, at, or  
below *Blackwall*.—And the Master of every Ship,  
&c. coming into the *Thames*, shall put on shore all  
the Gunpowder on board such Ship, &c. except  
25*lb.*; either before the arrival of the Ship at *Black-*  
*wall*, or within twenty-four hours after her coming  
to an Anchor there, if the weather shall permit, on  
pain of forfeiting, for every Offence, all the Gun-  
powder found on board above 25*lb.*; and also 2*s.* for  
every pound of Gunpowder above 25*lb.*—12 Geo.  
III. cap. 61. § 21.

For the Powers given to the Trinity-house, to  
enforce the foregoing Regulations, see *ante* p. 346.—  
The Penalties under the first of these Acts, are  
recoverable and applicable as stated in that page:—  
Under the latter Act, 12 Geo. III. which confirms  
the power of the Trinity-house, to appoint Searchers  
for

at large shall deem fit, before the Bill passes into a law,) the judgment exercised has been without bias, and with an immediate view to the relative interests of all who are to contribute to this fund, which is explained in the following

### PROPOSAL,

*For raising a fund applicable to Police purposes, calculated on the Importation and Exportation of the Port of London, for the year ending January 5, 1798, according to the value of the Goods imported and exported, and to the advantages each branch of Trade is supposed to derive from the protection afforded.*

Specification of different Trades.	Value of Imports.	Value of Exports.	Total value of imports and exports.	No. of Ships.	Tons.	Rates.	Total Tonnage Dues.
	£.	£.	£.			d.	£.
East Indies . . . . .	6,554,000	3,958,000	10,502,000	53	41,466	6	1036
West Indies . . . . .	7,118,000	3,895,000	11,013,000	346	101,484	6	2537
Brit. American Colonies	291,000	1,347,000	1,638,000	68	13,986	5	293
Africa and the Cape . .	82,000	449,000	531,000	17	4,336	4	72
Southern Fishery . . .	250,000	[54]	250,000	29	7,461	2	62
Greenland Fishery . . .	64,000		64,000	16	4,769	1	20
United States of America	1,517,000	3,899,000	5,416,000	140	32,213	5	670
Mediterranean & Turkey	390,000	119,000	509,000	72	14,757	4	245
Spain . . . . .	776,000	171,000	947,000	121	16,509	4	275
Portugal . . . . .	414,000	439,000	853,000	180	27,670	3	345
France . . . . .	16,000	860,000	876,000	56	5,573	4	97
Austrian Flanders . . .	21,000	118,000	139,000	66	5,104	2	42
Holland . . . . .	673,000	1,538,000	2,211,000	329	19,166	2	159
Germany . . . . .	2,658,000	8,014,000	10,672,000	235	37,647	5	784
Prussia . . . . .	221,000	211,000	432,000	608	56,955	1½	355
Poland . . . . .	207,000	35,000	242,000	69	17,210	2	143
Sweden . . . . .	153,000	169,000	322,000	109	14,252	3	178
Denmark and Norway . .	95,000	711,000	806,000	202	48,469	2	404
Russia . . . . .	1,565,000	452,000	2,017,000	230	56,131	3	700
Guernsey, Jersey, &c. .	219,000	83,000	302,000	46	5,344	2	44
Ireland . . . . .	1,879,000	660,000	2,539,000	276	32,824	2	270
Coasting Trade . . . .	4,100,000	2,500,000	6,600,000	6,500	500,000	½	583
Coal Trade . . . . .	1,700,000	10,000	1,710,000	5,676	656,000	½	683
	30,953,000	29,658,000	60,611,000	13,144	1,779,325		11,000

Of this aggregate  $\frac{1}{2}$  or three-sixths is proposed to be raised on Imports . . . . . 1000  
 $\frac{1}{3}$  or two-sixths . . . . . on Exports . . . . . 5334  
one-sixth . . . . . on Shipping . . . . . 1666

(Highest Fraction)

11,000

When

the Dock Walls, and such Fires, or lighted Candles, or Lamps, as shall be necessary to be used in the Making, Building, Finishing, Repairing, Altering, or Improving of the Docks, Basons, Cuts, Quays, Wharfs, Warehouses, and other Works, or any of them,) under forfeiture for every Offence, not exceeding 10*l.* nor less than 5*l.* § 103.

V. *Penalties incurable under the WET-DOCK ACT, 39 Geo. III. cap. lxxix. not hitherto noticed.*

These may be classed under the following heads, for the more easy reference to them.

FIRST. The Mooring of Vessels; paying Duties, &c. and the Powers of the Harbour-Masters and Dock-Masters.

SECONDLY. The impeding the Navigation of the Canal, Docks, &c.

THIRDLY. Injuries to the Dock, Works, Buildings, &c. by malice or carelessness.

FIRST. After the Canal, Docks, &c. shall be so far completed as to admit Ships, no Vessel shall lie at either of the Mooring Tiers in the River *Thames*, immediately above or below the entrances into the Canal, Docks, Basons, or Cuts, but those only which are intended to go into, or within twelve hours shall have come out of the said Canal; and every Master, Pilot, and Person, having the charge of any Vessel lying at the said Tiers, shall remove therefrom

shipper or importer according to the Tons of Goods, which may either be exported or landed according to the rate specified in the Table, deducting therefrom one-sixth part which falls upon the Ship.—While much consideration has been bestowed in framing the clauses in the Bill which relate to this object, with a view to prevent trouble ; nothing can exceed in point of anxiety, the pains which have been taken to guard both the shippers and importers against frauds in proportioning the charge, so that no greater expence than the *bona fide* Tonnage shall fall upon the Merchants, which will be found in its innumerable subdivisions, to be a very trifling burden to the various classes of Importers and Exporters, who are to benefit so essentially by the very useful application of this inconsiderable sum of money.

Were its benefits to extend no farther than to restrain and keep within bounds, the evil habits and unprincipled dispositions of nautical labourers, and to guard the Shipping and the Port against accidents by fire or by tempestuous weather in the night, it would, to attain such objects, become a cheap purchase ; but when it has been seen in this, and the preceding Chapters, that it is intended and expected, to compass the great object of renovating the relaxed morals of the lower classes who labour on the River, and to secure the vast floating Property from pillage and depredation ; candour must admit, that even ten times the proposed sum would not be too high



estimated. The good effects which it will produce, will develop themselves every year in the removal of evils and pressures, in a manner hitherto conceived impracticable, because the labour of previous investigation was Herculean, and such as was not likely to be undertaken.

The ground, however, has been at length cleared. The evils have been brought within a focus capable of being contemplated, both in the mass and in the detail. Their extent and magnitude have been finally understood, and such remedies have been suggested, as, when fairly applied, will unquestionably be successful, if the System of Legislation which has been proposed shall receive the sanction of Parliament. An explanation of the advantages to be derived from this salutary measure, together with a summary view of the proposed Bill, will form the subject of the succeeding Chapter.



that such Ship is unfit for service, or is not intended to be laden or fitted out for the *West-Indies*, as the case may be, or on failure therein, shall forfeit not exceeding 20*l*. Any Master, Owner, or Person, having the charge of any Vessel, who shall refuse or neglect to remove the same, within forty-eight hours after notice in writing, shall forfeit not exceeding 10*l*. nor less than 5*l*. and the Dock-Masters or their Assistants, may remove such Vessel out of the Docks, &c. and moor the same in such part of the *River Thames*, within low-water-mark, as shall be directed by the Harbour-Master, or in any other of the said Docks and Basons: And upon demand of payment by such Dock-Masters, from the Owner, Master, or Agent, of any such Vessel, of the charges of Removing and Mooring the same, (such charges being first allowed by the Directors,) and upon neglect or refusal of payment of such Charges, *immediately* the same shall be recoverable by Distress and Sale of the Ship, her Tackle, Apparel, or Furniture, or any part thereof. § 101.

SECONDLY. *As to impeding the Navigation of the Canal, &c.*

Before any Vessel shall enter or pass into the said Canal, Docks, Basons, or Cuts, she shall have her Sails lowered, so that she may not enter into, or Navigate in any of the said Works under Sail; under penalty on the Master, Commander, Pilot,

or

**A**LTHOUGH it must be evident from what has been already stated, that the completion of the System of Police for the River Thames, by placing it on the *firm basis of Legislative Authority*, must be productive of incalculable advantages to the Trade of the Port, yet it may be of importance, with a view to the further elucidation of this branch of the Subject, to give the following summary detail and explanation of the nature of these advantages, as resulting from the improvement of the Laws with respect to the River Police; and from the measures and arrangements which will be grounded on the Legislative and pecuniary energy, which will thus be created and rendered effective.

The leading objects of the THAMES POLICE BILL, which have been offered to the consideration of Government by the General Committee of Merchants, are these following:—

- I. To extend the provisions of the Act of the 32 Geo. III. Cap. 53. (commonly called the Police Act,) so far as relates to the appointment of Special Justices, to sit at a Public Office, at or near Wapping New-Stairs, and to conduct and superintend the System of the Thames Police; with power to the Judicial Clerks to receive the established legal Fees, and to pay the same, together with penalties and forfeitures, into the hands of a General Receiver, towards a Fund for the Judicial Department of the general System,—*called the Office Fund.*

## C H A P. IX.

*A Summary Exp' nation of the advantages which will result from an improved System of Legislation for the River Thames.—A General View of the various powers and provisions of the proposed Bill, under twelve different heads, with explanatory notes.—The advantages of the System (when aided by pecuniary energy) explained, in counteracting the designs of evil disposed persons, and preventing Depredations on the River, Quays, Warehouses, &c.—The security thus obtained will result from the Design having its foundation in an improved Legislative System of Police Economy, having Magistrates armed with*

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but with power to the King in Council at the instance of the Lord Mayor and Aldermen, the Treasury Board, or the Board of Customs, to annul such regulations.

IV. To give power, to the Thames-Police Commissioners, and the Special Justices, to grant an annual Licence at their discretion, as in the case of Ale-houses, to Master Lumpers, without which they cannot exercise their profession as Contractors, for Lading or Discharging Vessels in the River Thames : (1) Licence duty to be £.10 a year, and to make a part of the Office Fund.

V. To

(1) The proposed measure of allowing no person to lade or discharge Vessels, who has not been previously licensed and approved by the Commissioners and Magistrates, is a most useful regulation, which cannot fail to operate powerfully in reforming the criminal habits, both of the Master Lumpers and the men they employ. This important trust will be committed only to men of approved characters, who will feel a certain responsibility ; and the fear of losing their Licence in consequence of complaints, on account of inattention or neglect, will render them infinitely more alert, cautious, and attentive, than they have heretofore been. Under this regulation the best men will be selected, who will subject themselves to certain rules beneficial to the Trade, and to the security of Ships' Stores and Cargoes against Plunder.—When the War is over, it will be a suitable provision for Masters, Mates, and other Officers, who have fought and bled in the service of their Country.—At present there are about

120	Master Lumpers in the West-India and other Trades,
10	do. in the East-India Trade.
7	do. in the East-Country Trade
25	called Undertakers, in the Coal Trade.

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Total . 162

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Of these, some are very exceptionable characters, and not a few of them are Publicans, who have little or no knowledge themselves

V. To empower Thames-Police Justices to require Working Lumpers to register their names at the Public Office, before they can be authorized to work under Master Lumpers, in lading or discharging Ships in the River Thames. The Fee of Register to be limited to 6d. each, and no more: and a small Penalty to be imposed on those who work without having first procured a Certificate. (m) Power also, to require the Names and Places of Abode of *Lumpers, Carpers, Watermen, and Lightermen*, employed in Ships under discharge. To station Ship Constables on certain Terms, at the instance of the Owners or Consignees, for the Protection of the Cargo.—To register the Contracts made with Master Lumpers and Working Lumpers, for the purpose of ascertaining the conditions of the Engagements, and thereby preventing Disputes.—To appoint any fit person recommended by a Ship's Husband, to be a Ship's Constable.—And those only to be charged for, who are sworn Officers.

pers, Coopers, &c.—To search Lighters navigating at unreasonable hours, and under suspicious circumstances.

VII. A Power to Thames-Police Constables (similar to what is given by the Bumboat Act, &c.) of Seizure and Arrest on view, in respect of Goods clandestinely taken from Ships, Boats, Landing-places, and Warehouses.

VIII. Ship-masters to keep fastened up all the avenues to the Hold of the Ship but one, and that too when Goods are not discharging :—Power to search Working Lumpers.

IX. Master Lumpers bound under a Penalty to search Working Lumpers, besides being responsible for specific losses.

X. Powers which may be exercised by the Lord Mayor and Aldermen of London ; the Special Justices of the Thames Police ; and all other Justices having jurisdiction where the Offences may be committed, being within the limits of the River Thames, and the Cities and Counties adjacent thereto. Namely :—

To inflict slight Penalties by summary Procedure on circumstantial Evidence, aided by the Examination of the Delinquent, (as under the Bumboat Act, and stolen-metal act where, on regular Proof, it would be Felony ;)—and to attach upon the Practice of Depredation, in such stages of its progress as are previous, or subsequent to the Felonious Act :—To grant Warrants to search, on Oath of Suspicion, at supposed Receivers, and in Default of regular Proof, the Offence punishable as a Misdemeanor :—To trace suspected Goods through any number of Hands :—The Penal Offences cognizable in a summary way are these following—

- 1st. Lumpers convicted of quitting Work unlawfully may be punished as other Labourers under the Act 6 Geo. III. cap. 25.
- 2d. Lumpers convicted of neglecting to register their Names.
- 3d. Master Lumpers convicted of neglecting to search Working Lumpers.

4th. Labourers





—Misdemeanors under the Bumboat Act, which are transportable Offences for Fourteen Years, to be deemed Felonies, that the Procedure may be prompt as in Felonies, instead of dilatory as in Misdemeanors.

**XII. The Privileges of the City of London, secured by specific Clauses.**

The advantage, resulting from a System of Legislation, so peculiarly adapted to the great object of renovating the morals of the Labouring Classes on the River Thames, aided by pecuniary energy, and by powers calculated, more to counteract the Designs of evil-disposed persons by embarrassing them at all points, than to punish, may be anticipated; and its effect will be the prevention of Depredations, not only on the River, Quays, and Warehouses, but in all situations where they were formerly committed.

Upon this basis will of course be erected an improved System of Police Economy, in which will be combined every thing that can tend to give utility and effect to the Design.

In the Judicial Department, the best possible arrangements will of course be made, that Public Justice may be administered without interruption, and as heretofore, with purity, caution and regularity.

The Magistrates thus assisted by apposite Powers, will not only feel confident in the execution of the trust reposed in them, but will experience an additional degree of satisfaction, in prosecuting the labours which their duty imposes.

Placed

## TREATISE CN

Executive Authority on certain and  
... to accomplish the  
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As the number of persons to be increased, the Government must guard every person from the law, that it may criminalize the law; and to render the law more effective and unprofitable to the law.

... be so ang-  
... in every  
... Westminster Bridge to  
... will.

an eminent degree, to the general benefits which cannot fail to result from the combined efforts of men of enlightened minds, having no object in view but the Public good. Under this Patriotic Influence, the Powers granted them to make Ordinances and Bye-laws must be employed for the most useful purposes.

In the *complete Formation* therefore, of this important Design, may be reasonably expected every benefit to the Individual and the Public, which can result from the Security of Commercial Property, the preservation of his Majesty's Stores, the increase of the Revenues of the Crown, and the general improvement in the morals of a vast Body of People: returning at least fifty fold, on the pecuniary sacrifice which is proposed:—while an important example is thus held out to every other great Commercial Port in the Kingdom, as well as to his Majesty's Dock-yards and other Repositories, exhibiting and demonstrating, by what means the same benefits may be extended generally, wherever Depredations, Embezzlements, or Frauds, have been found to prevail.

These elucidations of a most important subject, it is earnestly to be hoped, will produce the desired effect.

The Fabric being thus raised, and all difficulties removed, which depended on Labour, Investigation, and Legislative Arrangements, it remains now for his Majesty's Ministers and the Commercial Body to *lay the Key-stone of the Design.*

In

In accomplishing this object, they will have the triumph and satisfaction of having contributed, in an eminent degree, to the Improvement of Morals, and the Prevention of Crimes, and they will deserve the Thanks of the Nation, and the Gratitude of Posterity.

## CHAP. X.

*General Statement of the various Authorities, entitled to exercise Jurisdiction on or near the River Thames.*  
 —1st. *The King.*—2d. *The Lord Mayor and Corporation of London, as Conservators of the River, &c.*—3d. *The Corporation of the Trinity-house.*—4th. *The West-India Dock Company.*—5th. *The Boards of Custom and Excise.*—6th. *The Lord Mayor and Aldermen as Magistrates, and the other Justices of the Peace, in the several Counties and Cities on, and near the River; in taking cognizance of Offences punishable by the Statute Law of this Kingdom.*—*The power of the Crown considered separately.*—*Most of its Rights in the River Thames, granted to the Corporation of London by various Charters, and confirmed by Acts of Parliament.*—*The inconvenience attending such grants.*—*The privilege of Mooring-Chains reserved by the Crown.*—*The Grantee thereof compelled to sell his interest by the Wet-Dock Act, 39 Geo. III.(n)*—*The provisions of the Act on that subject explained.*—*The Tonnage Duties granted to the Crown by that Act, and their application also detailed and explained.*

(n) Cap. lxi of the Series of *public local-and-personal Acts*; which are distinguished, in the quarto edition of the Statutes, by being placed after the *public general Acts*; and, in citation, by the Chapters being thus marked by Roman numerals.

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THE 1818

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1. The first of the year was a very cold day, with a heavy frost, and a strong wind from the north. The snow was very deep, and the roads were very slippery. The weather was very disagreeable, and the people were very much distressed. The first of the year was a very cold day, with a heavy frost, and a strong wind from the north. The snow was very deep, and the roads were very slippery. The weather was very disagreeable, and the people were very much distressed.

and the Port, by means of a clear and comprehensive view of its existing Regulations.

Six distinct authorities may now be said to exist, all of them exercising, or about to exercise, certain Powers and Jurisdictions with respect to the River Thames; and forming together the general Police of this great Commercial Port.

I. HIS MAJESTY, as Lord of the soil of the River, has exercised jurisdiction with respect to mooring-chains; by grants to individuals, and also by the right exercised of fixing Mooring Chains in the River, for Ships of War. His Majesty in Council, appears also to have exercised a certain jurisdiction respecting the birthing or placing of Vessels; as in the case of foreign Ships in 1797, which were ordered not to approach the Metropolis nearer than Limehouse.

II. THE LORD MAYOR OF LONDON, as Conservator of the River, and THE CORPORATION, and their Officers, by Virtue of certain Charters and Franchises, exercise various privileges and jurisdictions respecting the Fishery, Encroachments and Nuisances on the River; and as to the lading, unlading, and measuring, selling and transporting of Merchandise; to these are now added other powers and privileges under the *Wet-Dock Act*.

III. The CORPORATION OF THE TRINITY-HOUSE, of Deptford Strond, exercise certain functions and duties under the authority of Royal Charters, and Acts of Parliament, relative to Seamen, Pilots, fur-



nishing Ballast, erecting Light-houses, and carrying into execution the provisions of the Wet-Dock Act, and other Acts for the improvement of the Navigation of the River.

IV. The WEST-INDIA DOCK COMPANY, have certain powers and jurisdiction conferred upon them, by the Wet-Dock Act, for the erection and preservation of Wet-Docks in the Isle of Dogs, for the accommodation and protection of the *West-India Trade*.

V. The COMMISSIONERS of His Majesty's CUSTOMS and EXCISE, by themselves and their Officers, under the authority of Parliament, make and enforce Regulations respecting the security, and the collection of the Public Revenue.

VI. *The Lord Mayor and Aldermen*, as MAGISTRATES, in the City, together with His Majesty's other Jus-

the powers exercised by every department. In so doing, an attempt will be made to trace out, as precisely as possible, the nature and extent of each separate jurisdiction : to detail the manifold Regulations and Provisions of the Stat. 39 Geo. III. c. lxix. “ for rendering more commodious, and regulating the Port of London,” generally called *The Wet-Dock Act* ; so as to shew, in the most clear and distinct manner the several purposes to which that Act is applied : And lastly, to give a view or abstract of the punishments inflicted by a great number of Statutes, on Maritime Offences of every description ;—of the duties prescribed to Captains of Merchant Ships, and their Officers,—and of the *Rules and Regulations of the Port*, which it becomes requisite for them punctually to observe and obey.

#### RESPECTING THE CROWN.

It appears, that the successive Sovereigns of England, by a variety of Charters (48 in number) from Richard I. to Charles II. granted the Conservation of the River Thames, and certain other privileges to, and imposed corresponding duties on, the Mayor and Commonalty of London ; all these (except nine Charters of Henry the IV. made void) were ultimately established, after the Revolution, by the Statute 2d William and Mary, Stat. 1. c. 8 ; vacating the judgment on *Quo Warranto*, given

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against

against the City, in the 35th of Charles II. and confirming all the privileges of the Corporation.

Thus did the Crown relinquish the powers which, in similar cases, are exercised by Government, and which, therefore admit, from time to time, of beneficial arrangements, and Legislative ameliorations. It would appear, that the River Thames, under the peculiar circumstances in which it was placed, suffered considerably in its improvements, from the relinquishment of that paramount authority which, while it remains unimpaired, has been found best calculated under the direction of Parliament, when unrestrained and unshackled by corporate privileges, to accommodate the public at large, by Regulations adapted to the progressive improvements in civil society.

over the River Thames, excepting with respect to the Lordship of the Soil or Surface, under low-water mark.(n)

This right was exercised in the instance of the Lease or Patent, granted of the privilege of placing Mooring Chains in tiers, in the bed of the River, for the accommodation of Shipping ; which was recently enjoyed by Lord Gwydir, and from which a considerable annual emolument was derived.

By the *Wet-Dock Act*, (§ 35, 36) Lord Gwydir is required within six months, on receiving an adequate compensation, to surrender to His Majesty the rights and interests possessed by him, respecting the whole of the Mooring Chains ; for the purpose of transferring such rights and interests for the use, benefit, and convenience of the Public, free from all rents and dues thereon ; for which a compensation is to be made to the Crown.

By § 119 of the Act, the compensation to Lord Gwydir is to be made by the direction of certain Commissioners of compensation ; and by § 152, the

(n) The following transcript, found among the MSS. of Lord Treasurer Burleigh, in Queen Elizabeth's reign, has been quoted, to shew how far the soil and ground, under the River, belongs to the City. "Also, for proof of the Prince's interest, in Rivers flowing from the Sea, the Thames and Conservation thereof was not only given to the City of London, but, by their especial suit, the King gave therewith all the ground and soil under the same : Whereupon, if any that hath a house, or land adjoining, do make a Strand, Stairs, or such like, they pay forthwith a rent to the City of London, how high soever they be above the low-water mark."

See Stow's *Survey of London* ; vol. i. p. 35.

amount of this compensation, is to be, in the first instance, advanced out of the Consolidated Fund : and repaid thereto out of the rates raised by virtue of the Act. The appointment of these Commissioners, their Oath of Office, &c. are regulated by § 130, 131 and 132 of the Act

By § 120, the compensation to be made to his Majesty, for relinquishing the rents and profits of the Mooring-Chains, as settled by the same Commissioners and the Treasury, and to be also advanced out of, and repaid to the Consolidated Fund, is to be paid into the Bank, on account of the Treasury, and applied in the same manner as money paid for the redemption of the Land-tax.

By § 37, After the surrender is thus made, the Lord Mayor and Corporation of London, or such

By § 134, “In consideration of the great accommodation and Advantage, which the several Works and Regulations, which the Act authorises to be made, will afford the Shipping and Trade of the Port, and in consideration of the great charges and expences, which will be occasioned by making, building, erecting, and providing the Canal, Cuts, Sluices, Bridges, Roads, and other Works authorised by the Act to be made by the Corporation of London,” the following Tonnage Duties are granted to the Crown, for the term of Fourteen Years, from August 1, 1799; payable by every Master, Owner, or Person having the charge of Ships and Vessels, trading to, frequenting, and using the Port of London, of which the intended Canal, Docks, and Works are to be part.

	per Ton.
1st. CLASS.— <i>Coasting Vessels</i> , to or from any part of Great Britain, for every Voyage, both in and out inclusive . . . . .	d. 1
2d. CLASS.— <i>Vessels entering inwards from Denmark, Norway, or Lapland</i> , (on this side of the <i>North Cape</i> ) or from <i>Holstein, Hamburgh, Bremen</i> , or any other port in <i>Germany</i> , bordering on or near the <i>Germanic Ocean</i> , or from <i>Holland</i> , or any other of the <i>United Provinces</i> , or the <i>Netherlands</i> , <i>France</i> , (within <i>Ushant</i> ) <i>Guernsey, Jersey, Sark, Ireland</i> , or the <i>Isle of Man</i> . . . . .	1½

Vessels

and the Cuts, and other Works, authorised to be made and done by the Corporation of London.

3d. In paying all the necessary expences of attending, managing, regulating, maintaining, repairing, and preserving the said Canal, and other Works, for the term of three years next after notice shall be given, that the Canal is ready for use, and until the transit-rates (mentioned in a subsequent Chapter) shall become payable to the Corporation.

4th. In paying, during the said *three years*, such yearly and other sums, as may be payable by the Corporation of London, for compensation for losses and deficiencies of Tythes, Taxes, Sewer Rates, and other Rates and Assessments.

On the credit of these Tonnage Duties, the Act (§ 152) also authorises advances to be made from the Consolidated Fund, to the Commissioners for com-

*ing Chains* in the River Thames, and laying down new ones when necessary : But also for paying the Salaries and Wages of *Harbour-Masters* and their Assistants, pursuant to the Act : which Expences and Salaries are directed to be paid by the Corporation accordingly.

After the above payments into the Chamber of London, the residue of the monies arising from the said Tonnage Dues is to be applied in repaying to the Consolidated Fund the sums advanced in pursuance of the Act, as already specified, with 5 *per cent.* interest on the same ; and when these advances are fully repaid, the said residue is to be invested in Stock, in the names of the Chamberlain, Town Clerk, and Comptroller of London, for the time being, who shall invest the yearly Dividends in their names in the like manner, for the purpose of accumulation ; until the Dividends of the Stock purchased by such accumulation, shall be sufficient for the payment of the Expences of the Mooring-Chains, and of the Salaries of the said *Harbour-Masters* and their Assistants.—And when the Dividends are sufficient to answer those purposes, the Rates and Duties imposed by the Act are to cease and determine.

Such are the Functions exercised by the Crown, respecting the Police and other Regulations of the River Thames and the Port of London. It is however to be observed, that the chief part are created by the *Wet-Dock Act*, and are of a temporary nature ; so that in consequence of this Act, when the money to be advanced by Government is refunded, every right of interference, on the part of the Crown, except what relates to the Lordship of the Soil under the River,  
and



Alderman, or one Justice of Peace, for *Middlesex*; or *Surry*, and leviable by Distress and Sale.

The Corporation is empowered to erect Toll-gates; and to appoint Collectors of the Tolls, who are to pay the same into the Chamberlain's Office, and account to the Court of Aldermen; or on refusal to account, &c. may be committed to *Newgate*, or the Common Gaol of the County, by the Lord Mayor, or one Alderman, or Justice of the Peace, till payment or composition made.

All Monies raised by Virtue of the Act, are vested in the Corporation, to be applied to the purposes of this and the former Act, "and an account of the said Tolls and Duties granted by this Act, shall be annually laid before Parliament." The execution of which latter Clause, is no otherwise provided for, than by the foregoing general words.

The Corporation is empowered to borrow 15,000*l.* on the Credit of the Tolls, and to assign them as a security: or to grant annuities, chargeable on the produce of the Tolls.

The Common-Council may appoint Committees, to carry the Act into execution, the Members of which must not hold any Place, or Contract, under the Act:—And an appeal is given from the order of any Justice, to the general Quarter Sessions in *London*, *Middlesex*, or *Surry*.

When the probable amount of the Tolls thus granted to the City, is taken into consideration, with the time (now twenty-three years) elapsed since

since the passing the last Act, in the course of which, it is to be presumed, that the City have had ample opportunity for purchasing the Old Tolls, and paying off any incumbrance caused by such purchase; It is to be lamented, that complaints should exist, of defects in the Navigation of that part of the River Thames, so peculiarly within the Jurisdiction of the Corporation of London.

The annual receipt of these Tolls, calculated at an average of 3*d.* per Ton on 800,000 Tons, will amount to 10,000*l.* It has been loosely stated, (see pages 312, 316,) that the City expend in repairing the avenues to the River, and Public Stairs, and Docks, and cleansing the River, 6,950*l.* To what part of the River this applies, is not very clear; but the following Extracts from a printed Memorial, are deserving the most serious attention of the Corporation and the Public.—With these Extracts, the Author will conclude this part of this subject; he has been induced to enlarge on it more particularly, as it is of the highest importance to the Trade of the Country, and as the Acts abridged and digested in the preceding pages, are not to be found in the general Editions of the Statutes at large, being of a local and confined nature: the insertion of all the Acts of which kind, would swell our Statute-book, perhaps, to nearly twice its present enormous bulk.

The Memorial alluded to, (and which comes from a body of persons deeply concerned and interested in the Free Navigation of the River Thames;

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It appears, that certain Bye-laws and Regulations were made accordingly : but, that from the year 1727, the Company ceased to act, and few exertions of any kind were made on this subject, till the year 1761, at which time of which, the Court of Common Council presented a Petition to the House of Commons, setting forth this neglect, and praying that as the Office of Bailiff and Conservator of the Thames and Medway, had been vested in the Mayor, &c. of London, who out of mind, leave might be given to bring in a Bill for the more effectual preservation of the Fry and spawn of Fish, in the River Thames, and Waters of Medway, for the better regulating the Fisheries thereof, and for the more speedy punishment of Offenders. An Act was in consequence passed (20 Geo. II. c. 21) which de-

spawn and fry of Fish, within the jurisdiction aforesaid. Also for obliging every common Fisherman or Drudgerman, to have his christian name and surname, and place of abode, painted in large and legible characters on his Boat : To annex reasonable penalties and forfeitures for the breach of such Rules, not exceeding 5l. for any one offence ; and from time to time, to alter and amend such Rules, and to make new ones, so as the same were allowed and approved of by the Lord Chancellor, Lord Keeper, or Commissioners of the Great Seal, the two Lords Chief Justices, and the Lord Chief Baron, or any two of them.

This Act was still farther enforced by the Stat. 33 Geo. II. c. 27. (of the penalties imposed by which, notice will be taken in a subsequent Chapter.) The execution of such parts of both these Acts, as relate to the sale of fresh Fish at Billingsgate, to the punishment of persons having unsizeable Fish, or Spawn, &c. and to the penalties against regrators or forestallers of Fish, is specially committed by the Act, to the *Under Water-Bailiff* of the City, and to certain other City Officers, called *Yeomen of the Waterside*. The last Rules and Ordinances made under these Acts, were confirmed by the Judges, and promulgated in 1785.

But however well intended all these Rules and Provisions might be, to guard against the abuses in the Fish Trade, it has been truly remarked by a valuable writer on the History of London (*Noorthouck*) that no accumulation of laws, or trials of schemes,

the fishery, and able to bring Fish to London, in great quantities, is amenable to its neighbourhood justice. One method (this the same Author) has been proposed, and this is to undo all that has been done, to throw the employment of catching and selling Fish entirely upon the clear of all corporate and municipal whatever, to be paid what may be necessary to preserve the species or fry, and to maintain the property and freedom of sale."

It is worthy observation, that in the effect of these Acts of Parliament respecting the Fishery, is exemplified, not only the sense entertained of the advantage of a summary jurisdiction with respect to marine offences; but also the humanity of the system to the delinquents themselves, and its utility to the public, in reducing the number of this class of

the system will not permit them. However efficient it might have been in ancient times, when Commerce was in its infancy, without the means of seduction, by the numerous temptations which now exist, its motions are infinitely too slow to be useful in correcting the extensive corruption of morals which wealth, luxury, and other causes have introduced.

This exclusive jurisdiction is clearly established by two very ancient Statutes still in force, (q) which, although they constitute a part of the general law of the land, and extend to four Counties, can only be carried into execution by the Chief Magistrate of the Metropolis. What would be the state of society if this laborious and troublesome privilege (irksome to the possessor and hurtful to the public) extended to all other offences in this extensive and populous district ?

It is to an unfortunate misconception, relative to

(q) By the Stat. of 4 Henry VII. chap. 15 ; the Mayor of London, having the Conservation of the River Thames, from the Bridge of Staines to the Waters of Yendall and Medway, shall have like authority in Breaches, Issues and Creeks, and Grounds overflown, as far as the Water ebbeth and floweth, as touching punishment for using unlawful Nets or Engines in Fishing, like as his predecessors had in the River Thames ; provided that the Lord Mayor of London have not the Conservation of the said Breaches and Grounds overflown within the King's grounds, or within franchises of any person.

By the Statute of the 27 Henry VIII. chap. 18.—If any person shall do, or procure any thing to be done to the annoyance of the stream of the River Thames, in making of Shelves, casting of Rubbish or Digging, &c. or take away any Boards, Stakes, Timber work, Pillars or other things, or dig or undermine Banks or Walls, &c. he shall forfeit 5l—one-half to the King, and one-half to the Mayor and Commonalty of London.

ancient privileges, and to the quick and rapid changes which take place in the superintendence of local jurisdictions, that many of the evils of the River are to be imputed, without attaching an atom of blame to the individuals. To the obsolete nature of the system, and to the circumstance of its being, in many respects, inapplicable to the present state of society, are these evils to be traced.

Hence the progressive accumulation of Mud, and other obstructions in the River, which have, within the last fifty years, reduced its depth so considerably.<sup>(r)</sup> And hence, the difficulties which have occurred in promoting those improvements, which the state of society, and the extent and increase of Commerce and Navigation required.

Privileges (so considered) at one period in society, frequently become burdens in another. The result

some to those whose province it is to move the machine; and although they are unwilling, from the unprofitable nature of the duty, to do it themselves, yet are they equally hostile to every attempt on the part of others to fill up the chasm. The result is, that many good things for the public and the country, are either postponed or totally omitted. Where the power rests, the measure will not be pursued; while the same power and influence operate in preventing the attempt being made by others. Mere matters of punctilio often stand in the way of great and beneficial arrangements, and minds thus deluded, grasp and eagerly cherish the shadow, while the substance passes away.

Nothing can be more hostile to the cultivation of the science of useful and effective Police, than opinions and misconceptions, operating through the medium and under the shelter of official influence.

It is to a correct and well-planned Police, and to the removal of those obstructions, which operate as a bar to its progress to maturity, that this Country is ultimately to be indebted for the security of the rights of innocence; for the preservation of life, and liberty; and the support of that excellent Constitution, which, standing on the basis of virtue and morality, is only to be rendered permanent and secure, by preserving its foundation, and by guarding it against the rapid inroads, which relaxed principles, arising  
from



assembling and holding Courts-Martial, for the trial of the Offences specified therein.

The mode of payment of the Wages of petty Officers, Seamen, and Marines, is ascertained by the Statutes 31 Geo. II. cap. 10.; 3 Geo. III. cap. 16.; 26 Geo. III. cap. 63.; and 32 Geo. III. caps. 33, 34, and 67. : And by the petty Officers, Seamen, and Marines are enabled to allot part of their pay to the maintenance of their Wives, Children, &c. The payment of Prize-Money, and of Prize Agents is now regulated by sections of the Prize-Act, 38 Geo. III. cap. 66. and Restrictions

introduced by these Acts are minute and extensive, and may be found stated, with great accuracy and precision, in STEELE'S *Ship-Master's Assistant*.

### *Of the Hiring and Service of Seamen in Merchant-Ships.*

The most important Statute to the Master and Mariners of *Merchant-Vessels* in general is the 2d of Geo. II. cap. 36. made perpetual by 2 Geo. III. cap. 31. by which it is extended to the American Colonies. The provisions of this Statute are also adopted in 31 Geo. III. cap. 39. with respect to the Coasting Trade, with some trifling variations.

This Statute 2 Geo. II. cap. 36. is entitled "An Act for the better regulation and government of Seamen in the Merchant Service."

The

ficial arrangements in the Science of Police, which are so imperiously called for by the rapid change which is sufficiently visible in Society.

The emoluments belonging to the Corporation of London, as Conservators of the Rivers Thames and Medway, seem to arise chiefly from fines and amerciaments, which must be very inconsiderable ; since in the course of a Century, only 35 different Offences are stated as having occurred, subjecting the Delinquents to punishment.(s)

In the Statement presented by the City of London, to the Committee of the House of Commons, no emoluments are stated, but the various Rights exercised by the City of London, as Conservators of the River Thames, are in that document classed under the following Heads :

(s) See a Brief Statement of the Title of the City of London, to the Conservancy of the River Thames and Waters of Medway, delivered to the Dock Committee of the House of Commons, in 1799 ; as given in the Appendix, to the minutes of evidence before that Committee, page 92, &c.

In this Document the Corporation rest the title of the City : —1st. on the ground of *prescription*, confirmed by the confession of the Attorney-general, and the judgment of the Court of Exchequer, Trin. Term. 3. Jac. I.—2d. On *Ancient Charters*, particularly those of 8 Ric. I ; 1 John ; 11 Hen. III ; 1 Edw. III ; 3 Jac. I ; 14 Charles II.—3d. On *Acts of Parliament*, particularly 17 Ric. II. c. 9 ; 2 Hen. VI. c. 15 ; 4 Hen. VII. c. 15 ; 27 Hen. VIII. c. 18 ; 14 Geo. III. c. 91.—4th. On *Reports of Legal Determinations*, particularly in *Darvill's Reports*, 56, 57 ; *Siderfin*, 148 ; 4th Institute, 250.—And lastly, On the *Exercise of the Right*, in a variety of instances specified.

A. D.

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|---|---|
| I. <i>The rule of regulating the Shipping.</i>  | { One instance stated to<br>have occurred in . . . 1669<br>Two in . . . . . 1710<br>One in . . . . . 1711<br>One in . . . . . 1721<br>One in . . . . . 1728<br>One in . . . . . 1731<br>One in . . . . . 1743 |
|   |   |
|   |   |
|   |   |
|   |   |
|   |   |
| II. <i>The privilege of fixing Posts in the River, for the convenience of Shipping.</i> | { One instance stated to have<br>occurred of Posts being<br>set up near the Custom-<br>house, at the City's expence 1553  |
|   |   |
| III. <i>The privilege of removing Obstructions occasioned by Weirs and Steps.</i>       | { One instance is stated of<br>this right being exer-<br>cised in . . . . . 1559<br>Another instance occurs in 1612   |
|   |   |

A. D.

V. *The privilege of directing in what places, and the manner in which Ballast should be taken out of the River Thames.* { One instance occurs of this Right being exercised in 1659  
No instance is stated since that remote period.

VI. *The privilege of repairing the Banks and Breaches of the River Thames.* { One instance is stated to have occurred in 1572  
One on complaint made to the Court in 1723  
One in 1725

VII. *The privilege of Licensing and permitting Wharfs, Encroachments, and other innocent Projections.* { One instance stated in the Reign of Henry VIII.  
A Water-Bailiff appointed to collect Rents for Port Gallies, Stairs and Encroachments in 1663  
One instance to the Navy Board 1788  
One to the Trinity-house 1793  
One to the Victualing-board 1795

*Yearly Rent.*

VIII. *The privilege of receiving Rents for Projections, and for innocent Encroachments.* { Exercised in 1706 . £.1 0 0  
and fine of fifty guineas  
Exercised in 1724 . . 2 0 0  
. . . in 1731 a Pepper-corn  
. . . in 1732 . . 4 0 0  
. . . in 1745 . . 3 0 0  
. . . in 1762 . 15 15 0

IX. *The*

IX. <i>The privilege of abating, or removing Wharfs, Encroaching into the River Thames.</i>	{	Exercised in . . . .	A. D. 1621
		. . . in . . . .	1681
		. . . in . . . .	1684

X. <i>The privilege of erecting and maintaining, at the City's expence, public Stairs and Landing Places.</i>	{	Exercised in . . . .	1669
		. . . in . . . .	1672

N. B. The following Stairs were erected, and continue to be repaired at the City's expence, viz.—

<i>Billingsgate</i>	<i>Allballies Stairs</i>
<i>Sub's Stairs</i>	<i>Puddle Dock Stairs</i>
<i>Summers Quay Stairs</i>	<i>Trigg Stairs</i>
<i>Temple Stairs</i>	<i>Queenhithe Stairs</i>
<i>Cousins Stairs</i>	<i>Three Crane Stairs</i>
<i>Dockgate Stairs</i>	<i>Pauls Wharf Stairs</i>

XII. (*Continued.*)

floating on the same, to seize the said Timber, and convey it to the Bridge-house, or some convenient place, and to keep the same until the owner be known, and shall pay the charges ; and if no owner appears within a year and a day, then to be sold as other goods and things usually are which are found floating on the River.

XIII. *The privilege of Special Views.*

10. January, 19th of Henry VII. (1504). An Inquest was appointed of substantial persons dwelling next the Thames, betwixt the Tower and the Temple, to inquire as to Encroachments and Defaults made and done on the River Thames ; and the Aldermen of the Wards adjoining the said River and the Viewers of the Court were ordered to go with the Inquest, and view and over-see all Defaults.

N. B. No specific instance is stated of this privilege being exercised, since that period.

XIV. *The privilege of granting Licences to erect Mills and Water Works.*

Exercised in . . . . 1595  
A Floating Mill on Barges  
allowed . . . . 1655  
An Engine against Arundel  
Wall, to convey Water  
into Covent Garden, &c.

XV. *The*

- XV. *The power of holding Courts of Conservancy, and punishment of offenders.* { Exercised by the Lord Mayor, as Conservator of the River, generally twice in the year, for each of the four Counties of Middlesex, Essex, Surry and Kent.
- XVI. *The privilege of regulating the Fishery, in the River Thames and Melton.* { Exercised under ancient Charters, and the more modern directions of the Act of 30 Geo. II. c. 21.

On a general review of these specific Rights and Privileges it will appear, that many of them are burdensome and expensive : and, perhaps, it may be owing to this circumstance that such a small proportion of the whole catalogue of privileges, has been exercised during a century past. The right of regulating the Shipping, appears not to have been exercised for

adequate Fund arising from the profits of the Conservancy to meet such a heavy expence, this, like many other ancient privileges, becomes no less noxious to the respectable Body invested with this right, than it must be injurious to the Navigation of the River; since it would be the height of injustice to require the City of London to appropriate its Funds to a service, requiring a large annual disbursement of money where no benefit arises in return:—Nor is it less injurious to the Trade and Navigation of the River Thames, that so great an object as the preservation of the ancient depth of water, should depend on circumstances and arrangements so hostile to its improvement.

The functions of the Trinity-House, which will be explained in the succeeding Chapter, do not appear to extend further than raising Ballast suitable for Ships; and while no provision is made for the expence, except what arises from the Sale, it cannot be expected that the obstructions caused by an accumulation of Mud in different parts of the River, (which is unfit for ballast) can be removed by either of these Public Bodies, (the City of London, or the Trinity Corporation,) unless it can be rendered so far productive as to defray the expence; and hence arises a most important consideration in respect to this branch of the Police of this great Trading River. The evidence before the Committee of the House of Com-  
 312.) It would seem not to apply to the Pool where the Ships and Vessels are moored.



ness is shown; and indeed, it is admitted on all hands, that a most alarming evil exists with respect to the progress and extension of the debt, against which there appears to be no remedy provided. If it had been so, the evil could not have increased; but as the cause is now explained, and as it is obvious that there exists a direct responsibility with respect to the preservation and security of the Navigation of the River, it will be seen, highly expedient that some mode should be devised before the difficulties increase.

In addition to these privileges which have been specified by the Bill, the Lord Mayor and Corporation have recently had new Powers conferred, and new Duties imposed on them by the *Wet-Deck Act* already noticed; which, proves that the privilege of

previously duly examined by the Trinity Corporation, and obtain a Certificate of their fitness) to execute the Office of *Harbour-Master* in the Port of London, and the Canal and other Works; (except the Docks and their Appurtenances; and except such parts of the River Thames, at *Limehouse-hole* and *Blackwall*, as shall be within the distance of 200 yards from any entrance out of the River into the Works of the West-India Dock Company.)—These Harbour-Masters may be suspended or removed on sufficient cause, by the Corporation; and have power and authority given them, (subject to the regulations and restrictions hereafter mentioned,) to direct the Entering, Mooring and Unmooring, Moving and Removing, all Ships, Vessels, Lighters and Craft, (except those of the Trinity-house,) coming into, lying, or being in the Port of London, and in the Canal and Cuts, or any of them, (excepting the Docks and such parts of the River as were before excepted.)—Also to regulate the times and manner of their entrance into, lying in, or going out of the same; and their respective Births, Stations, Positions, Lading, and Discharging therein; and the time, or times, of opening and shutting the several Gates of the said Canal. And in case the Owner, Master, or Pilot, &c. having the charge or command of any Ship, or Vessel, shall refuse, or neglect, to Moor, or Unmoor, Move, or Remove any Ship, according to such direction, within twelve hours after notice given

given in writing, or left with some person on board the Ship or Vessel for that purpose; then the said Harbour-Masters, and their Assistants, are required to Moor, Unmoor, Move and Remove, such Ship or Vessel; and the charges and expences thereof respectively shall be repaid, together with a sum not exceeding Ten nor less than Five Pounds for each offence, by the Master or Owner, or the person having the charge or command of such Ship; and may be recovered by the Corporation of London from the Owner of the Ship, in case of non-payment thereof, on demand; and in case any Master, Commander, Mate, Pilot, or other person, shall obstruct, or hinder, the Mooring, Unmooring, Moving, or Removing, of any Ship or Vessel in the said Port, (with the aforesaid exceptions,) such person shall forfeit to said Corporation the sum of

Brethren of the Trinity-house, that any person appointed to execute the Office of Harbour-Master, has neglected his duty, or misconducted himself, such person shall be discharged, and shall be incapable of being again restored to his Office; and another shall be appointed by the Lord-Mayor.—All Harbour-Masters are directed to attend the Trinity-House whenever required, by a writing under the hands of any three or more of the elder Brethren.

By § 83, the intended Canal, Cuts, and Works, are declared to be under the protection of the Lord-Mayor, as Conservator of the River Thames, as if actually part of the River.

By § 84, the Canal, and the New Docks, &c. are declared to be parts of the Port of London; and Vessels resorting thereto, are to be subject to all Port regulations and duties.

By § 85, Goods Landed or Shipped upon or from the intended Quays, or Wharfs, in the New Docks, are declared to be subject to the same regulations, &c. as if Landed or Shipped on or from the present Legal Quays.

By § 86, the Quays in such of the Docks as shall be walled round, are declared to be Legal Quays.

By § 108, the Lord-Mayor, Aldermen, and Common-Council, are authorized to make Bye-Laws, Rules, Orders, and Regulations; for the good Government of the Harbour-Masters, and other persons, to be employed under the Act by the Corporation,—for regulating the Works, &c. authorised

[REDACTED]

By § 108, the penalties inflicted by these Bye-Laws, are recoverable by distress and sale, by warrant of any one Justice of the Peace, within whose jurisdiction the offences are committed; who if the penalties are not paid, may commit the Offender for twenty days, or till payment of the same.

By § 175, (which saves the rights of his Majesty and the Corporation,) the Lord-Mayer is empowered, in like manner as he hath used on other occasions, to inquire of, hear, and determine, “by presentment, or indictment, taken before him, as Conservator of the said River and Waters, all offences contrary to *this Act*, or such Bye-Laws, Rules, and Regulations, as shall be made as aforesaid; and upon conviction of the Offenders, to impose any penalty not exceeding what is inflicted by the Act, or by the Bye-Laws, for such offence.”

By § 136, “In consideration of the security, accommodation, and dispatch, which will be produced by means of the Canal, as safer and more expeditious for Ships and Vessels, than the present circuitous and dangerous passage round the Isle of Dogs; and in consideration of the great charges which will be occasioned by Maintaining, Repairing, and Improving, and Managing the said Canal, Cuts, and other Works, and by Providing and keeping a sufficient number of Lock-keepers, and other Officers and Servants, and Draught-horses, for the assistance and proper accommodation of Vessels in such passage.”—The Mayor, and Commonalty,

monalty, and Citizens of London, and their Successors, from and after the expiration of three years, next ensuing the time when the Canal shall be first ready for use, and notice shall have been given of the same in the London Gazette, and two or more public Morning News-papers usually circulated in London, are authorised to ask, demand, take and receive, (over and above the other Tonnage Rates, made payable to His Majesty, and also the dues to the West-India Dock Company,) of and from all Ships, Vessels, and Craft, which shall enter and make use of the said intended Canal; any Rate or Rates not exceeding the following—

1. For every Ship, or Vessel, Lighter, Barge, or other Craft, Laden, or Unladen, entering

Aldermen, and Common Council, shall appoint; and shall be paid only once for each and every transit, or passage, across the Isle of Dogs, whether upwards or downwards; and such Duties shall be paid by the Collectors into the Chamber of London.

By § 145, the Common Council are empowered to lower these Transit Rates, (on examining the accounts to be kept concerning the Canal, &c.) and again to raise them when necessary, but not beyond their original height, as before stated.

By § 157, the Chamberlain is directed to keep accounts of all receipts and disbursements to and by the City, arising as well from the said Transit Rates, as from the money directed to be advanced to them, (see Chap. X. p. 295.)

By § 159, he is also directed yearly, after the Works shall be begun, to lay before Parliament, and the Treasury, true accounts of the receipt and application of all money received by the City by virtue of this Act.

By § 155, the application of the produce of these Transit Rates, is directed to be as follows :—1st. For paying the charges incurred in collecting and receiving the same.—2d. For paying compensations for Losses, and deficiencies of Tythes, Taxes, Sewer-Rates, and other Rates and Assessments.—3d. In discharging the necessary expences of Attending, Managing, and Regulating, (after being finished,) and in Maintaining, Repairing, Preserving, and Improving, the said Canal, &c. including the charges



the business of the State, and opening and shutting  
the same, and all the residue or overplus,  
and the same shall be a Fund in aid of the  
said Fund, and shall be added thereto in case  
of need.

The business of all the Corporation business  
shall be managed by the Corporation Council, and are authorized  
to do so. The Corporation Council, in which persons  
shall be elected by the Corporation, and are not eligible.  
The Corporation Council shall be elected in strict with  
the provisions of the Charter of London or  
the Charter of the City of London. When the same shall be by the  
Corporation Council, and shall be each Con-  
stitution of the Corporation, and the Police Papers,  
and the Corporation Council shall be a part of the  
Corporation Council, and shall be a proper  
part of the Corporation Council and their

certain classes of Labourers in specific branches of Commerce, who, by the appointment of the City of London, possess exclusive privileges, so far as relate to the measurement of *Coals, Grain, Salt, Fruits, Vegetables, &c.* water-borne on the Thames.

Certain other privileges also attach to the Garbling of Merchandise Imported, (except Tobacco,) and to the Package, Scavage, Balliage, and Portage of Goods, and the Package of Cloth.

420 privileged Carts, belonging to the Fellowship of Carmen, (*u*) are also regulated by the City of London, who give security, and have the exclusive privilege of acting for hire in the City. They are also compellable to do the Cartage business of the Port when called on, and are responsible for the safety of their Load, and the conduct of their Servants. They pay annually 17s. 4d. to the Governors of Christ's-Hospital for their Licence, and 23s. 6d. for every Transfer, which is generally sold for about £.100.

Tackle-house Porters, (who have about 1,500 Ticket-Porters (*x*) under them,) are also regulated by the City of London. They have the privilege of performing the labour of Unshipping, Landing, Carry-

(*u*) These are stated in the Minutes of the Dock Committee of the House of Commons, May 30, 1797, to support 600 families. This Society was instituted in 1665.

(*x*) It is stated in the same Minutes, that there are 1500 Ticket-Porters in all, who work under the Tackle-house Porters, of which, about 500 are employed in the business of the Water-side.



*Suggestions for the Relief of Mariners, against Imposition by Crimps, &c.*

It has been already stated, that the payment of Wages and Prize-money in the Royal Navy is regulated by several Statutes passed for the purpose. It is to be feared, however, that the very useful Restraints imposed by these Statutes are in too many instances eluded, and are in others ineffectual; and as they do not extend to the case of Merchant-Ships and Letters of Marque, many Abuses exist in that Department which call for Legislative Interference. Notwithstanding also the Laws which have passed with respect to the hiring of Mariners in the Merchants' Service, the difficulty of procuring Men, particularly in time of War, is the cause of much imposition and inconvenience. These Evils and their Remedies are the subject of the following

PROPOSITION

*For regulating and controlling Crimps, and Dealers in Seamen's Wages and Prize-money.*

There are two classes of Men, who are at present great Nuisances in the Maritime Affairs of the River Thames. Those in the first Class, consisting of about one hundred individuals, are denominated

CRIMPS.

## CRIMPS.

These men profess to procure Seamen for outward-bound Ships. They frequently lend small sums to thoughtless Mariners, or allow them to run scores at the Alehouses which some of them keep, or get them into their debt for Board and Lodging.

When Seamen are wanted, application is made to these Crimps. In many instances where Ships have lost men, and are upon the point of sailing, they take the advantage of the Captains, who are often strangers, by insisting on an extravagant sum of money being deposited. No other means exist whereby Seamen can be procured.—The time presses.—The Ship is on the point of sailing, and the Ship-Masters have no other alternative but to comply.

Men are of course procured, who frequently run away before the three Days elapse, when they are required by 2 Geo. II. cap. 36. to sign the agreement under which the Penalties of the Law attach for Desertion; and the Money is thus lost, as the Crimps pretend the Seamen have received it, although many instances occur where the strongest suspicion is excited, that the Desertion arises from a preconcerted plan between the Crimps and the Mariners, that they may, after the Ship for which they are intended sails, be enabled through the same medium to commit Frauds upon others; but even where this is not the case, the only means of recovering the Money from

the Crimps, being by an Action at Law, the process of which is dilatory and tedious, and where an expence must be incurred in the first instance, to an amount frequently equal to, or more than, the sum advanced; Strangers decline this mode of seeking Justice. The Crimps are aware of this, and continue their Impositions and Frauds with impunity. With a very few exceptions the chief part consists of men of very loose and abandoned characters, and some who pretend to follow this profession have actually been discovered to be Thieves upon the Town, and persons who have been imprisoned on Charges of Felony, and punished for various Offences.

The Evil is of great magnitude; since independent of the money of which Ship-Masters are frequently defrauded, Commerce and Navigation is obstructed in a very considerable degree, by the machinations of such Miscreants.

To remedy these Evils, the following Suggestions are offered:

- 1st. That all persons acting in any instance whatever as Crimps, or who undertake to procure Seamen for Ships in the Merchants' Service, shall be annually licensed by the Magistrates, and shall enter into recognizance with two Sureties for their good behaviour; with power to Magistrates, as in the case of Alehouses, to refuse Licences to men of loose conduct, or of known bad Character.
- 2d. That in all cases where Crimps refuse to return the Money advanced to procure Seamen, whether the same relates to the Premium or the Wages allotted to such Seamen,

being by length of time, found useless, if not prejudicial, was repealed, by Stat. 6 Ann. c. 16. and an equivalent was given to the City of London, for the Profits formerly made of the Garbler's Office, by laying a Tax of 40s. yearly, to be paid to the Chamberlain of London by all Brokers; nevertheless, The Lord Mayor, Aldermen, and Common Council, may still, if they think fitting, appoint a Garbler who, at the request of the Owner of any Spices or Drugs garbleable, and not otherwise, shall garble the same, at such Fees as the Lord Mayor, &c. may appoint.

- 2d. The privileges of the *Package of Cloths* will contain other outward-bound Goods of Foreign Merchants, Denizens or Aliens; of *Savage*

This Regulation would protect ignorant thoughtless Mariners from the gross impositions practised upon them by not a few of the present criminal herd of *Crimps* and *pretended Crimps*, who at present afflict the Trade of the River Thames.

The Second Class of persons who are found in general to be great Public Nuisances, are those who pretend to be

*Dealers in Seamen's Wages, and Purchasers of Prize-Money.\**

The known improvidence of the general run of Seamen seems to require an additional degree of protection against that Fraud and Pillage, and those gross Abuses, to which their total ignorance of the means of protecting themselves, their peculiar situation, their habits in life, and their thoughtless disposition peculiarly expose them.

Unguarded and unprotected as these careless though useful members of the State, are at present, it is scarcely a matter of wonder, that they should attract the notice, and arrest the attention of these Harpies, who prey upon the Public in a great Metropolis, and who are ever to be found in all the principal Commercial Towns, ready to advance Money on

\* Those who follow the profession of Crimps are, almost without exception, Dealers in Seamen's Wages, and Purchasers of Prize-Money.



Assignments being made by Seamen of Wages due : or to purchase Prize-money under circumstances greatly to the disadvantage of the Seamen with whom they connect themselves, always injurious to their families, and defeating in the result every means which might be established to secure a provision against Old Age and Infirmities.

As the individuals who profess to deal in Seamen's Wages, and to purchase Prize-Money at the same time, are with some few exceptions, a very depraved Class of Men : It seems highly expedient, that they also should be placed under Police Regulations, whereby they may be confined to the honest part of their profession, and restrained from committing acts of Fraud and Oppression — For this purpose it is humbly proposed :

- 1st. That all persons who are in any respect directly or indirectly concerned in the purchase of Seamen's Wages or Prize-money, or who shall, with a view to their own benefit and advantage, advance Money to Seamen or Mariners, on receiving a Power of Attorney, or Will and Power, or other Authority whatever, to receive either Wages or Prize-money, shall be annually licensed by Magistrates, and enter into a recognizance with two Sureties for their good behaviour ; and that the Magistrates should have power, as in the case of Ale-houses, to refuse Licences to persons of loose conduct, or notorious bad character.
- 2d. That no Dealer in Seamen's Wages shall be entitled to receive a larger Premium than  $7\frac{1}{2}$  per cent. for the Money advanced, besides legal interest, until the said Money

## C H A P. XII.

*Powers and Functions of the TRINITY-HOUSE CORPORATION, as relating to the Thames and Port of London.—Their original Foundation and Incorporation.—The Stat. 8 Eliz. cap. 13.—Their Charters and Bye-Laws.—Recapitulation of their Powers, by Charter and Antient Statutes, under Eight different Heads.—Their Power, as to Pilots, enlarged and confirmed, by Stat. 5 Geo. II. cap. 20.—An Abstract of that Act, as relates thereto :—and to Gunpowder, &c.—Abstract of the Act 6 Geo. II. cap. 29. for Regulating Lastage and Ballastage.—Rates payable to the Corporation for Ballast.—Abstract of the Act 32 Geo. II. cap. 16. for further regulating Ballast and preventing the accumulation of Dirt, Rubbish, &c. in the River :—An important Clause of that Act, to be observed by House-Keepers in London, to prevent Dirt being thrown in the Streets and Kennels.—Powers of the Trinity Corporation, under the Bumboat Act, 2 Geo. III. cap. 28.—Under the Wet-Dock Act, 39 Geo. III. cap. lxix.—Respecting Light-Houses, and the Dues payable to the Corporation, by Ships passing the same.—Recapitulation of the Powers and Privileges of the Corporation, by Modern Statutes, under Eight Heads.—Concluding Observations on the great Credit due to the Members of the Corporation, for their attention to the performance of their various Duties.*

criminal Classes in the Community, are suddenly and unwarrantably enriched.

The Purchasers of Seamen's Wages, and of Prize-money, are in the habit of going to Gravesend and the Nore, when Fleets arrive, and having provided Boats they go on board the Ships for the purpose of bringing the men on shore, that they may avoid the Press. They charge them an exorbitant price for landing them with their Chests and Bedding, and afterwards for concealment: By entertaining them and furnishing Lodging, Liquor, and Cloaths, and in many instances bringing Women to them, the Seamen get suddenly in debt. They are then arrested, and when locked up and in distress, compelled to give a *Will and Power* to the Crimps to receive their Wages, Prize-Money, and every thing belonging to them in case they should die. The Crimps next procure the Sailors another Ship, for which the Captain pays them Two Guineas Crimpage, and a certain sum in addition is paid by the men. When the Sailors go upon their new Voyage, the Crimp receives their Wages, Prize-Money, &c. and makes what use of their Property he pleases. Instances have been known where a Seaman has brought home from 30*l.* to 40*l.* and in a fortnight after he has been 14*l.* or 15*l.* in debt. Nothing can exceed the oppression which these poor people suffer, while the Crimps make large sums of Money, and live very extravagantly and profusely.

It

“ vice.”—The Preamble of the Act also states,—  
 That “ forasmuch as by the destroying and taking  
 “ away certain Steeples, Woods, and other marks stand-  
 “ ing upon the Main Shores adjoining to the Sea-  
 “ Coasts of this Realm, of England and Wales, being as  
 “ Beacons and Marks of Antient Time, accustomed for  
 “ Seafaring Men, to save and keep them and the  
 “ Ships in their charge from sundry Dangers there-  
 “ to incident : divers Ships, with their Goods and  
 “ Merchandise, in sailing from Foreign Parts to-  
 “ wards this Realm of England and Wales, and  
 “ especially to the Port and River of Thames, have  
 “ by lack of such Marks of late years been miscar-  
 “ ried, perished, and lost in the Sea, to the great  
 “ detriment and hurt of the Common Weal, and the  
 “ perishing of no small number of people :”

To remedy these inconveniences the Trinity Corporation are authorised at their will and pleasure, and at their own cost, to set up as many Beacons, Marks, and Signs for the Sea, in such places of the Sea-Shores, and Uplands near the Sea-Coasts, or Forelands of the Sea, only for Sea-Marks, as to them shall seem requisite ; whereby the Dangers may be avoided, and the Ships the better come into their Ports without peril.—Power is also given at the Costs and Charges of the Corporation, to maintain and renew the said Sea-Marks.

The same Act prohibits the removing or taking down any Steeples, Trees, &c. standing as Beacons

Sea-Marks: under penalty of 100*£*. or in default of Payment, the Offender to be *ipso facto* considered as an Outlaw.

It also authorises the Trinity Corporation to license Mariners and Seamen dwelling about the River Thames, to go between their Voyages as at other times, to use their own Wherries, or any other Wherries to them hired, or wherein they shall be employed to work up and down the said River Thames, and follow the ordinary passing and coming of the King's Majesty's People to and fro, as other Wherries, commonly called Wherry-men, are accustomed to do. — "That these Mariners may be allowed to enter and keep and refrain themselves from the City, Liberties, and Lewd Company; and from the Company of them, their Wives, and Childrer."

ber of Younger Brethren, composed of Nautical Men who have certain privileges and immunities granted to them, such as being exempted from either serving in or contributing to the expence of the Militia, or serving on Juries and Inquests.(c) Their House and Offices have been recently removed to Tower Hill, where the Meetings of the Corporation are held every Thursday, and where there are various Officers under the direction of a Secretary, constantly in attendance.

Under the authority of this Charter of King James II. the Corporation made certain Bye-Laws, which were confirmed by the Lord High Chancellor, and the Judges, on the 24th of June 1687 (by Virtue of the Stat. 19 Henry VII. cap. 7.) Of these Bye-Laws the following is an Abstract :—

- 1st. Every Master, Pilot, or other Seaman, refusing to appear when he shall be summoned before the Corporation, shall forfeit as follows,—the Master or Pilot, 13s. 4d. and Mariners, 2s.
- 2d. Every Mariner going to Sea, without paying the Duties, as they ought, to the Corporation, shall pay double on their return, in addition to what may arise on the new Voyage.
- 3d. Every Ship-master and every Mate, who shall not be on board their respective Ships in the River Thames, at or above Blackwall, while the Ship is lading or discharging, to see the Merchandise orderly and safely received or deli-

(c) Stow's History of London.

**Pleasure-Boats.)** The Preamble of this Act recited, "That it was expedient to ascertain the quantity of Vessels employed in the Inland Trade and Navigation of Great Britain, and the number of Men retained in navigating the same." It appears, however, to have been principally a measure of Revenues; as Vessels worked without being registered, were directed to be forfeited; and the Penalties were recoverable, as in cases of Offences against the Excise Laws; and surveying Officers appointed by the Admiralty to seize unregistered Vessels were to be rewarded by a share of the produce of the Seizure.

Under this Act, all Boats, Barges, &c. were to be registered with the Clerks of the Peace, and the Burthen, Owner's Name, and Place of Abode, &c. were to be painted on the outside of the Stern, on Penalty from 20*l.* to 5*l.*

The continuance of the Act was declared to be till April 5, 1798, and to the end of the then next Session of Parliament. This Law does not appear to have been continued, nor to be now in force. The time for registering Vessels was enlarged by § 3. of cap. 112 of the same Session.

*A General View of the Nature and Principle of the Navigation Acts.*

The present condition of our Marine (says *Blackstone*) is in a great measure owing to the salutary Provisions of the Statutes called the *Navigation Acts*; whereby

be an Elder Brother of the Corporation, and the obstructing him is by that Act punished with a Penalty of 5*l*.]

9th. Any member of the Corporation, who shall set his name to any Bill, Petition, &c. to Parliament or inferior Jurisdictions, in name of Seamen in general, without the consent of the Master, Warden, and Assistants, shall forfeit 5*l*.

10th. Every Mariner who shall swear, curse, or blaspheme, while on Ship-board, shall forfeit 1*s*. to the Poor's Box.

Every Mariner hired to serve on board of any Ship, who shall lie on shore during the Voyage without leave, shall forfeit 2*s*. 6*d*. to the Poor's Box.

Every Mariner being in perfect health, who shall absent himself from prayers, being performed according to the Liturgy of the Church of England, and who shall not repair thither, after the ring of the Bell, shall forfeit 6*d*.

Every Mariner who shall be drunk, shall forfeit 1*s*.

Every Mariner who shall be obstinate and stubborn, and who shall not obey the Master's lawful commands, or the Mate's or Boatswain's, in his absence, shall forfeit half his Month's Pay.

11th. Every Mariner shipping himself with any Master for a Voyage, and afterwards deserting, and shipping himself with another ;—the Master with whom he sails may detain 2*s*. in the pound of his Wages, for the time he serveth in the Ship.

12th. Every Commander of a Ship hiring any Mariner to sail with him on a Voyage, shall take in writing, under the Seaman's hand, upon what condition he is entertained and to submit himself to the Eye-Laws of the Trinity-House.

The Forfeitures to go to the Poor of the Corporation.



In addition to the foregoing powers, the Charters granted to this Body, together with the subsequent Acts of Parliament, authorised them to appoint *Leadmen or Guides*, to conduct Ships and Vessels out of the River Thames and Medway; and to make orders for the maintenance and increase of Navigation, and the government of Mariners; and for preventing annoyances on the River Thames.(d)

Upon the whole, the functions of this Corporation, exercised by virtue of those Charters (and ancient Statutes) may be summed up under the following heads:—

- I. They manage and superintend an extensive Charity, and exercise the patronage created by a Fund, arising from the Profits of the sale of Ballast, &c. and applied for the relief of poor Seamen and their Widows, and for the support of

- IV. They are authorised to license poor Mariners, (although not free of the Watermen's Company) to ply for hire in the River Thames.
- V. They are authorised, as nautical men, to examine persons who are candidates for the situation of Masters and Mates in his Majesty's Ships of War, and to certify their fitness.
- VI. They examine the Youths in Christ's Hospital, who receive a mathematical education with a view to nautical pursuits.
- VII. They appointed and regulated Pilots.
- VIII. They have the sole privilege of supplying Ships with Ballast, that pass between London-bridge and the Main Sea.

These appear to be the rights exercisable by the Corporation under their Charters and Bye-Laws. With respect to the two latter, and most important of them, it was soon discovered in the progress of society, that stronger powers were necessary than those conferred by the Charters; not only to prevent innovations and abuses, but also to remedy damages and annoyances upon the River. Accordingly, in the year 1732, this respectable Body found it necessary to apply to Parliament, when their exclusive powers respecting the appointment and control of Pilots were confirmed and explained by the Act 5 Geo. II. c. 20.(e)

By

(e) The following are the words of the preamble of this Act, to which some allusion has been already made, and which will more fully explain the nature of the jurisdiction claimed and exercised by this Corporation :—

“ Whereas

[REDACTED]

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[illegible]

as Pilot down the River of Thames, or through the *North Channel* to or by *Orfordness*, or round the *Long Sand-Head* into the Downs, or down the *South Channel* into the Downs, or from or by *Orfordness*, up the *North Channel*, or the River of *Thames*, or the River *Medway*, without being licensed under the seal of the Corporation, shall, on conviction, before two Justices of the Peace, for the City of London, or the Counties of *Middlesex*, *Essex*, *Kent*, or *Surry*, within their respective jurisdictions, forfeit 20*l*. But the Act does not extend to an obligation on the Master of any Ship or Vessel, in the Coal or Coasting Trade, to employ a Pilot. And it has been determined, that this penalty does not attach on persons steering Vessels from one Wharf to another, down the River, for the purpose merely of unloading their Cargoes.

The same Act (§ 8) subjects all licensed Pilots to the regulations and government of the Corporation (except with regard to keeping their turns, and settling the rates of Pilotage) and to the payment of a sum not exceeding one shilling in the pound

also his Majesty's Docks and Yards, and the Tower and City of London, and the lives of divers persons may be greatly endangered: And whereas the powers and authorities vested in the said Corporation, are found not sufficient or effectual, to remedy and prevent the mischiefs and ill-practices before-mentioned: Therefore, for promoting and securing a more safe Navigation for Ships and Vessels, in the River of Thames, and for the more effectual preventing and remedying the dangers, mischiefs and annoyances upon the said River, below London-bridge;" It is enacted, &c.

on

on their part, for the benefit of the poor. A power is also given by the Corporation (by § 9) to call in the Warrant of any Pilot, who misconducts himself; after a due examination of the case.

The same Act, after establishing certain regulations respecting Gunpowder, firing of shotted Guns, and melting Pitch, Tar, &c. on board of Ships and Vessels between London bridge and Blackwall, (which will be noticed hereafter,) declares (§ 5) that for the better discovery of Offenders, it shall be lawful for the Master, Wardens, and Assistants, to appoint any Elder Brother, by an Instrument under their Common Seal, between sun-rising and sun-setting, to board any Trading Ship or Vessel, and search for Powder, Guns shotted, and the heating and melting of Pitch and combustible Matters, within the limits stated in the Act:

The Statute 6 Geo. II. c. 29,—(*entitled an Act for the better Regulation of Lastage and Ballastage, on the River Thames*)—Recites, “That the Trinity House have, by grants from the Crown, the Lastage and Ballastage, and the sole right of supplying all Ships and Vessels with Ballast, that sail between London bridge and the Main Sea, at the rates and prices accustomed; and that they are entitled, and have a right to dig, and take up the Gravel, Land and Soil of the River of Thames, for Ballasting such Ships and Vessels as aforesaid. That for this purpose they have employed, for several years, 60 Ballast Lighters and 120 men, to dig and raise Ballast from the Shelves and Sand Banks of the River, for Ships and Vessels having occasion for the same. That by this operation the Channel of the River had been considerably deepened, and several obstructions to the Navigation removed :

“That 4d per Ton had been paid by the Corporation, to two Ballast-men, for raising the same, and 2d. per Ton for the use of the Lighters,—in all 6d. That the Corporation have received 9d. per Ton for Ballasting Ships employed in the Coal Trade, and 12d. per Ton for Ballast furnished to British, and 16d. per Ton to foreign Ships and Vessels. That the Net Profits arising from these Rates and Duties, are applied towards the maintenance and relief of many hundreds of decayed Seamen, their Widows and Orphans. That great Frauds had been committed by Ballast-men in not delivering the due Tonnage.  
That

That the Ballast-men and Owners of Lighters, had represented that the price of Provisions and Labour had greatly advanced, and that by reason of the River being much deeper, the Ballast was more difficult to be raised than formerly, and further to be fetched, and the Lighters were obliged to be stronger built, and to be fitted with Masts, Sails and other Rigging; and that unless the Wages and Hire of Ballast-men and Lighters were raised, the Lighters could not be made serviceable for the purpose intended, nor the Ballast-men maintain themselves and families :

“ That the Ballast-men had entered into a Combination, refusing to work, and had demanded and received, from several Ship-Masters, an advance of 3d. per Ton.”

As a remedy against these Frauds and Abuses, it

But these Rates are in no respect to alter the price of *Washed Ballast*, delivered to any Ship.

Upon oath, before the Supervisor of the Ballast-Office, being an Elder Brother, Ballast-men shall forfeit 2s. 6d. per Ton, for short deliveries of Ballast, which shall afterwards be made good by the Corporation to the party injured, under the penalty of 50l. to be recovered in the Superior Courts, (§ 3, 4.)

A penalty of 5l. is inflicted (by § 6) on Ballast-men refusing to work at the wages appointed, or not conforming to the directions of the Rulers of the Ballast-Office—For breach of contract, or joining in combinations to raise wages.

A Regulation is also established for more correctly ascertaining the burthen of the Ballast Lighters, by marks on the stem and stern, that the Tonnage may be computed by a gradual progression of two Tons and a half; and for the purpose of preventing Frauds in this respect, the body of Ship-masters taking Ballast, may appoint persons to inspect the marks of the Lighters, and on discovering or suspecting any fraudulent alterations, suspicious Lighters are to be weighed within ten working days after a request is made to the Corporation, and if a Fraud is detected, the offending party shall forfeit 5l.—if not, the person applying shall pay the expence of re-weighing the Lighter. (§ 7, 8.)

When Ballast Lighters are conveyed to Ships, the Masters may appoint the Mate, and any other person



Clergy : for which he may be tried in the County where the Offence is committed, or where he is apprehended.

“ When any Place is infected with the Plague ; or when any Order made by his Majesty concerning Quarantine, if any Vessel attempt to enter into any Port in Great Britain, &c. the principal Officer of the Customs, or Person appointed to see Quarantine performed, must go off, or cause some other Person so to do, and, at convenient distance, demand the Name of the Ship and Commander ; at what Place the Cargo was taken on board ; what Places she touched at in her Voyage ; and whether any and which of them were infected with the Plague ; how long she had been on her Passage ; how many Persons were on board when she set sail ; whether any, and what Persons on board, during the Voyage, had been, or are, infected with the Plague ; how many died in the Voyage, and of what Distemper ; what Vessels he, or any of his Ship's Company with his privy, went on board, or had any of their Company come on board his Vessel, in the Voyage ; to what Place such Vessels belonged ; and finally, the true Contents of his Lading, to the best of his knowledge. If it appears that any Person on board is infected, or the Ship is obliged to perform Quarantine, the Officers of his Majesty's Ships of War, Ports, or Garrisons, or any other Officers, are, upon notice given them, to oblige her to go to the Place appointed for that purpose, by any Force or Violence necessary.

And

which service the Corporation are entitled to demand 6d. per Ton, for every Ton of Ballast received into their Lighters, in 24 hours after the same shall be carried away ; which money shall be applied to the use of the Poor of the Corporation, (§ 8, 9, 10.)

Any person throwing any Rubbish, Ashes, Dirt, or Soil from any Wharf, Quay or Bank adjoining, or near the River Thames, or out of any Barge or Lighter, shall, on conviction, forfeit 40s. (§ 11.)

By § 13 of this Act(g) it is recited “ that great quantities of Rubbish, Earth, Sand, Ashes, Dirt, Filth, and Soil, are frequently thrown into the Streets, Lanes, and Common Passages, of the Cities of London and Westminster, and the Liberties and Suburbs thereof, and that Scavengers or Rakers, whose duty it is to cleanse such Streets, do frequently put Rubbish, Earth, Sand, Ashes, Dirt, Filth and Soil, into the Kennels, from whence it is carried or forced down into the River Thames, to the manifest prejudice of the Navigation thereof, as well as to the annoyance of the Docks and Wharfs, contiguous to the said River ;” for remedy whereof it is enacted, that no Person shall lay, throw, or put any Rubbish, Earth, Sand, Ashes, Dirt, Filth, or Soil, in any Street, Lane, Common-way, or Passage, in London or Westminster ; other

(g) This clause applies to every House-keeper in London, and ought to be more generally known and understood than it appears to be.



for apprehending Offenders ; which Warrants may be executed as well on the River as on Shore.

The Provisions of the Statute, 2 Geo. III. cap. 28. (generally called the Bumboat Act) as far as they relate to the criminal Police of the River, have been already shortly detailed (see Chap. II. p. 42 ; 44—46.)

By this Act the Trinity Corporation are authorised to license Bumboats used and navigated upon the River Thames, between London Bridge, and the Lower Hope Point, for the purpose of selling Greens, Liquors, Slops, Fruit, and other Articles among the Shipping, and it is enacted, that none should be permitted, except such as entered at the Office of the Trinity House, and which shall be navigated only between Sun-rise and Sun-set ; the said Boats having marked upon them, in legible characters, the Names and Places of Abode of the Owners, and such numbers as shall be ordered by the Corporation ; who shall cause all such Entries to be registered in a book to be provided for the purpose, and for which a fee of 5s. shall be paid and no more. (§ 1—4.)

The Act further authorises the Trinity Corporation, or such Persons as they shall depute and appoint under the Seal of their Corporation, to stop, search, and detain, in some Place of Safety, any Boat, which there shall be reason to suspect has any Ropes, Cordage, Tackle, or Apparel, Furniture, Stores, or Materials of any part of any Cargo or Lading of any Ship or Vessel in the Thames, and to carry the Person, suspected to be concerned, before

offences, to be dealt with as the Law directs—§ 3. Of payment of all Penalties to be paid to the Person apprehending the Offenders, or giving information of the offence to the Poor of the Trinity Corporation—§ 8.

The Powers of this Corporation, with respect to the General Police of the Thames, and the Port of London, are further enlarged by the *Hot-Dock Act*, 40 Geo. III. cap. lxxix. already so often alluded to.

By § 79 of this Act, the Trinity Corporation are to examine and approve of Harbour-Masters, appointed by the Lord Mayor as Conservator of the River, and any three of the Elder Brethren may procure them to be removed on sufficient cause, for neglect of duty, or misconduct.

By § 10, the Bye-Laws, which are to be made by the Lord Mayor and Corporation of London, for

pany, are not legally eligible until previously examined by the Trinity Corporation, and a Certificate obtained of their being properly qualified to execute the Office.

### LIGHT-HOUSES.

The functions of this Corporation also extend to Light-houses; and they are entitled by various Charters and Acts of Parliament, to demand and receive by their Collectors, from every Ship or Vessel which has passed, or is about to pass by the several Lights undermentioned, the following Tolls and Duties :

Light-Houses.	From British Ships bound to Foreign Ports. per Ton.		From Stranger Ships. per Ton.		From Coasters. per Vessel.	
	Out	In	Out	In	Out	In
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>s. d.</i>	<i>s. d.</i>
Edystone . .	1	1	2	2	2	2
Portland . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1
Caskets . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	0 6	0 6
Lizard . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	2	2
Scilly . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1
Milford . .	1	1	2	2	1	1
Needles . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1
Owers . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1

N. B. All Ships are rated by Law, according to their full Tonnage, and are subject to the above Duties every time they pass the said Lights, whether laden or empty. But it has been determined, by the Court of King's bench, that under the Statutes 4 An. c. 20. and 8 An. c. 17, British Ships, sailing from Foreign Port to Foreign Port, and not touching at any place in Great Britain or Ireland, are not liable to pay the Duties for passing the Edystone Light.

*Further*

*Forster* *La. & He is Dying at the Trinity House.*

Total Foreign Lites. 2 Total Foreign Lites. 2 Total Foreign Lites. 2 Total Foreign Lites. 2	} } } }	\$ 1.00 \$ 1.00 \$ 1.00 \$ 1.00
--	------------------	--

[illegible]

1. ☐ English or Foreign  
 2. ☐ English or Foreign

For every Vessel, British or

The ancient Powers and Privileges of this respectable Corporation have already been detailed under eight Heads in the former pages of this Chapter. These have been enlarged and confirmed by the Statutes, of which Abstracts have been given ; and the following summary View will shew the *additional* Powers which have been conferred by modern Acts of the Legislature.

- IX. Functions by Act of Parliament, to board and inspect Vessels in the Thames, between London Bridge and Blackwall, to search for Powder, Guns shotted, &c. and to detect and prevent the danger which arises from heating and melting Pitch, and other Combustible Matter.
- X. To license Bumboats for the sale of Liquors, Greens, &c. among the Shipping, from London Bridge to the Lower Hope Point.
- XI. To depute persons under the Seal of the Corporation, to act as River Officers in seizing and bringing to Justice, persons committing Offences against the Bumboat Act.
- XII. To examine and approve of Harbour-masters appointed by the Lord Mayor and Corporation of London, and to dismiss them in case of misconduct.
- XIII. To examine and approve of Dock-Masters appointed by the Directors of the West-India Dock Company, before they can be admitted to execute their Functions.
- XIV. To examine the Bye-Laws made by the Lord Mayor and City of London, and to state their objections, if any, in the first instance, to the Lord Mayor ; and if not obviated, to submit such objections to the Judges, before they confirm, and allow such Bye-Laws.

XV. To



be tried, may mitigate the same, so as not to be less than 50/.

The Clause in 33 Geo. III. c. 66. noticed in p. 548, is, by this Convoy Act, ordered to be painted on a board, and fixed in some conspicuous part of every Merchant-Ship, on penalty of 50/.

<p>In case of any 8 Policies of Insu laden therein, by a without Convoy, a a penalty of 20 urance, or 20 thereon.</p>	<p>ing without Convoy all thereon, or on Goods in privy to her sailing ed null and void; and on Parties to such In- g or paying any loss</p>
---	--

Previous to clearing out from the Port, the Master or Commander must give Bond at the Custom-house, with one Surety in a penalty equal to the value of the Ship, not to sail without Convoy, nor to depart therefrom; and this extends to Ships clearing out in order to join Convoy.

The Penalties are recoverable by Action in the superior Courts.

*Of obtaining Letters of Marque: and the Regulations to be observed in Consequence.*

By Statute 33 Geo. III. cap. 66. § 15, All Applications to the Admiralty to obtain Letters of Marque must be made in writing, setting forth the exact description of the Vessel, specifying her Name and

In the performance of their duty, not only much Nautical Science is necessary, but no sma'l degree of personal labour ; and both are unquestionably manifested in the progress of the Business which occupies the attention of this Board. The Establishment forms an honourable retreat to able and respectable Mariners who, in fulfilling this important trust with zeal and talent, do real credit to themselves, and an essential service to their Country.

and effectual manner in which they have co-operated with the Magistrates of the *Marine Police*, and the candour with which (judging from what passed under their own view) they have expressed their sentiments of the Public Benefits derived from that Institution.

posed on the Custom-house  
Certificate.

By § 9 of the same Act  
the conduct of Commanders  
at War, or in the Service of  
the Admiralty, and of the  
Officers of whom they are  
also to British Consuls at  
act as Custom-house Officers  
at British Ports.

A Penalty of 500*l.* record,  
is imposed on the  
Marque, neglecting or trans-  
gressing Regulations ; and  
liable to the Penalties of  
neglect or transgression  
become null and void.

It may be proper also  
restrictions on *ransoming* .

for the ransom of any Ship, Vessel, or Cargo, or any part thereof, after the same shall have been taken as a Prize, and shall in pursuance thereof, actually quit, set at liberty, or discharge any such Prize, instead of bringing the same into some Port, (unless in case of extreme necessity, to be allowed by the Courts of Admiralty,) shall forfeit his Letter of Marque, and shall be punished by Fine and Imprisonment, at the discretion of the Court.

The 37th Section of the said Act provides, that it shall not be lawful for any Subjects to ransom, or contract, or agree to ransom, any British Ship or Vessel, or any Merchandise or Goods on board the same, captured by the Subjects of any State at War with his Majesty, or by any Persons committing Hostilities against his Majesty's Subjects.

All Contracts and Agreements entered into, and all Bills, Notes, and other Securities, given by any Person, for Ransom of any Ship or Vessel, Merchandise or Goods on board the same, are (by § 38 of the Act) declared to be absolutely null and void.

Any Person who shall ransom, or contract, or agree to ransom, any such Ship or Vessel, Merchandise, or Goods on board the same, shall, for every such Offence, forfeit 500*l.* recoverable with full Costs of Suit, in any Court of Record.

*Respecting*

*Respecting Pilotage.*

In addition to what is stated in page 345, as to Pilots under the Jurisdiction of the Trinity-House, for Ships *down* the Thames, it is to be observed, that by the Statute 3 G. 4. c. 13. (now in force till March 25, 1806) no Masters or Owners are permitted to pilot any Ships from Dover to any place in the Thames or Medway, but such as have been examined and approved by the Trinity-House of London, and admitted into that Society; on Penalty, for the first Offence, of 10*l.* the second 20*l.* and for every subsequent one 40*l.* recoverable in the Court of Admiralty of the Cinque Ports, or in the superior Courts of Record. Masters or Mates of Vessels, or Part-Owners residing at Deal may pilot their own Vessels. And if a qualified Pilot is not ready within one hour, no Penalty attaches for employing a Pilot not of the Trinity-House. Masters may choose their Pilots, and if a Pilot is not employed at least twice a year, he is not to continue in the Society.

The Prices of Pilotage are also settled by this Act, viz:—

	£.	s.	d.
For Vessels drawing Seven Foot Water	3	10	0
For Vessels drawing Eight Foot Water	4	0	0

and

within three months, the Directors in their option, may either sue, or declare the share of such Defaulter to be forfeited in favour of the other Proprietors—§ 44.—No advantage to be taken of any Forfeiture, until notice given in writing, nor until the same be declared forfeited at a General Meeting of the Company, held within six months thereafter. And in all such cases, persons thus ceasing to have an interest in the undertaking are indemnified against Actions subsequent thereto—§ 45.

Where the Representatives of deceased Subscribers, decline, or neglect, to answer the Calls that are made, the Company shall be at liberty to admit other persons as Proprietors in their stead, on repayment of Money advanced by such Proprietor—§ 46.

General Meetings shall be held in the City of London, on not less than seven days' notice to Subscribers, both days being inclusive—§ 47.

Within one month after passing the Act, the Company are directed to choose by Ballot :—

- |                 |   |   |
|-----------------|---|---|
| 1st. . . . . 13 | { | Persons, Members of the Company, holding<br>2,000 l. Stock. |
| 2d. . . . . 4   | { | Persons, being Aldermen of the City of<br>London.           |
| 3d. . . . . 4   | { | Persons, being Common Council-men of<br>London.             |

and these 21 shall be called the *Directors*, for managing the affairs and business of the Company.

These

These Directors are authorized to select first among themselves two persons, to be the Chairman and Deputy Chairman of the Court of Directors, and of the General Meetings of the Company. The Directors not being less than five, shall appoint the times and places of meeting.—The Directors to remain in Office until others are chosen in their stead, unless they shall die, be removed, or disqualified by not holding sufficient Stock, or by ceasing to be an Alderman or Common Councilman. The New Directors chosen to replace these, shall remain in Office no longer than those in whose stead they were appointed, could have remained—§ 48.

Five at least of the twenty-one Directors, shall go out of Office by rotation every year, and five

of Office shall, each year, be ascertained by drawing lots. Persons who have served the Office of Director, may be re-chosen after one year, if otherwise qualified. § 49.

Two general Meetings of the Company shall be held yearly, viz. in the first weeks of January and July, of which, due notice is to be given, (§ 50)—But any nine Proprietors, holding 500*l.* Stock, and upwards, may, by notice to the Clerk or Treasurer, request extraordinary Meetings. § 51.

The qualifications of Voters, at General Meetings, are as follows:

	Votes.
Holders of 500 <i>l.</i> Stock, and less than 2000 <i>l.</i> entitled to	1
. . . 2000 <i>l.</i> . . . . . 5000 <i>l.</i> . . . . .	2
. . . 5000 <i>l.</i> . . . . . 10,000 <i>l.</i> . . . . .	3
. . . 10,000 <i>l.</i> and upwards . . . . .	4

Bodies politic or corporate may vote by their Attornies, duly authorised : but no individual voter shall hold more than one power of Attorney.

No Proprietor, holding less than 500*l.* shall vote at any meeting. A majority of votes shall decide all questions ; and the Chairman shall have a casting vote, although he shall have previously voted as a Proprietor. And every question, if required by five or more persons having votes, may be determined by an immediate ballot, where the Chairman shall, in like manner, have a casting vote. § 52.

In case the Corporation of London shall be pro-  
2
prieters



holders of 1000*l.* or more, of the Stock, the Court of Common Council may, from time to time, elect and appoint one person for every 1000*l.* Stock, to vote at the General Meeting: every such Representative to have only one vote. § 53.

After the expiration of twelve months, from the passing of the Act,—(i. e. after 12th July 1800) no person shall vote who has not possessed Stock for twelve Calendar Months in his own right, and not in trust for another, unless such Stock shall have come by bequest, marriage, or intestacy, or by the Custom of London, or by settlement: such possession to be ascertained by the oath of the Voters, before the Chairman, or five Directors. § 54.

At the Meetings of the Directors, five Members shall be a quorum, capable of acting. Questions

The Directors are also empowered to build as many *Quays*, *Wharfs* and *Warehouses*, as they shall think necessary and proper, along the Banks of, or adjoining or near, the intended Docks and Basons. § 57.

Such of the said Docks, as shall be used for unloading Ships, together with the Quays, Warehouses and other Buildings, shall be inclosed and surrounded by a strong brick or stone Wall, not less than 30 feet high, on all sides, leaving only proper spaces for the Cuts and Entrances into the Dock, and proper Gateways through the Wall; and immediately without the Wall, and on every part of the out-side thereof, except where it shall adjoin any Dock, or Bason, which may be made without the same, there shall be a Ditch, of the width of 12 feet, at least, to be always kept filled with water, 6 feet deep; and no House or Building shall be erected within 100 yards of the out-side of the Wall, on penalty of 100*l.* and 50*l.* per month afterwards, until the Building and Materials are removed. § 58.

The Directors are also empowered to build two or more Piers, within the Tide-way of the River Thames, at or near *Blackwall*, and two or more at or near *Limehouse-hole*, for the more safe entry into the Docks, &c. provided that the Navigation of the River Thames shall not be injured thereby. And also to make, and from time to time to repair such Cuts, Sluices, Locks, Flood-Gates, Bridges, Roads, and other Works, as shall be deemed necessary; and

## C H A P. XVII.

*Introduction, explanatory of the advantages of an Abstract of the Regulations applicable to the River Thames:—1st. Legislative Rules respecting Pilots.—2nd. Revenue—3d. The Passage from Gravesend to London.—4th. Guns Shotted in the River.—5th. Gu and when and where to be Landed.—6th. Loring in St. Saviour's Dock.—7th. Loring in foreign parts.—8th. Ships Laden with Goods.—9th. Harbour Masters.—10th. Principal Regulations to be observed on the arrival of Ships at the Port of Discharge.—11th. By Vessels taking in Cargoes.—12th. Ships in Ballast.—13th. Ballast for Ships outward-bound.—14th. The Heaving or Melting Pitch, or other Combustible Matter.—15th. Buoys.—16th. By Laces of the Trinity Corporation, as they relate to the River Thames.—17th. Regulations of the General Meeting of the West-India Merchants, respecting Ships in that Trade.—18th. Legislative Regulations respecting Quays, Wharfs, and Wharfingers.—19th. Respecting the Licensing of Seamen.—20th. Incroachments and Nuisances on the River Thames.—And Lastly, General Observations on the Penal Statutes applicable to the River; the means of Prevention; and the mode of obtaining relief when Offences are committed.*

adjoining Water Courses, at the Land-owners' expence. § 68—71.

No Slips, dry Docks, &c. for building or repairing Vessels, shall be made in, or adjoining the Docks; nor can the Dock-Company be concerned in building or repairing Ships. § 72.

The making and using the Docks shall not prejudice or obstruct the Canal. § 73.

The Corporation of London, are directed to convey the ground, where the Docks are to be situated, to six Trustees in fee, in trust for the Company, who are to reimburse what has been paid by the Corporation of London for the same. § 74—77.

The Directors, or any five, or more of them, may, from time to time, as there shall be occasion, appoint one or more proper person or persons to be *Dock-Masters*; he or they first producing, after examination before a legal Assembly of the Trinity-House, a certificate from that Corporation, of being qualified for the Office. These Dock-Masters (who may be removed or dismissed by the Directors) while in Office, shall have power to give directions, as to the mooring and unmooring, moving or removing, all Ships, Vessels and Lighters or Craft, coming into or lying in the Docks, Basons and Cuts, or lying or being in such parts of the River Thames, at Limehouse-hole and Blackwall, as shall be within 200 yards from any entrance out of the said River into the Works of the Company; and as to the time and manner of entrance out of and into the said Docks, &c. and the position

position of the Ships, while lading or discharging, and the time of opening and shutting the Dock Gates. In case of refusal, on the part of any person in the charge of Ships, or Vessels, to remove the same, on notice given in writing and left with some person on board the Vessel, the Dock-Master, and his Assistants, are authorised to remove such Ship: the expense whereof, together with a sum not exceeding 10*l.* nor less than 5*l.* for each offence, may be recovered by the Treasurer of the Company, from the Master or Owner of such Vessel.—And Masters, Pilots, or other persons obstructing such mooring, unmooring, moving, or removing of any Ship or Vessel, in the said Dock, Basins or Cuts, or at any such parts of the River Thames, at Linchouse-hole and Blackwall, shall forfeit, not exceeding 5*l.* for

walled round, shall be deemed, to all intents and purposes, *Legal Quays*. § 83—86.

During the term of 21 years, from the time when the Docks shall be completed and ready for Ships and Goods:—all Ships and Vessels which shall arrive from any part of the West-Indies, into the River Thames, with Cargoes of West-India produce, shall unlade the whole within some one of the said Docks, or on the Quays or Wharfs which shall belong thereto, where the Duties shall be ascertained, and no where else; and the Goods, Wares and Merchandise, being West-India produce, in respect whereof such Duties shall be payable, may afterwards be stored in the adjoining Warehouses, *or in such other Warehouses, as the Owners or Consignees shall think proper*; and in case any such Goods, Wares and Merchandise, being West-India produce, shall, at any time during the said term of 21 years, be landed from any Ship or Vessel, in the West-India Trade, in any other place or places, in or near the Port of London, than the said Quays and Wharfs within the said Docks, they shall be forfeited to his Majesty, and may be lawfully seized accordingly: and the Owner or Master of any such Ship or Vessel, shall, for every such offence, forfeit and pay One Hundred Pounds. § 87.

It is however provided, that so much of the Cargoes of West-India Ships, as shall consist of Tobacco, shall, as soon as may be after being unshipped in the Docks, be conveyed to the King's Tobacco Warehouses,

limits of the Port of London, (or any other Port,) or after such Officer is on board in the execution of his office, such offender or offenders, on conviction, shall suffer death.—And further, by 24 Geo. III. stat. 2. cap. 47, If any person on shore, or on board of any Ship, Vessel, or Boat, shall maliciously shoot at any p. or Boat, or man or wound any Officer to the Navy, or to the Customs or Exercise of the limits of the Port of London, (or any Port in Great Britain, or within four leagues of the said Port,) while such Officers are attempting to go on board— or while on board— or returning, or otherwise acting in the execution of their duty, every offender shall, on conviction, suffer death; and further, by the Act of 19 Geo. III. cap. 28, If any person shall assault, resist, oppose, molest, or hinder any Officers of Customs or Excise, in Seizing any Goods liable to be Seized, or shall by force or violence rescue, or cause to be rescued, any of the said Goods after being Seized, or shall attempt to do so; or after such Seizures made, shall break or damage any Casks or Packages, where the same are contained; the parties offending, on conviction, may be imprisoned, in the House of Correction, for three months.

SECT. III.—*The Bill of Lading pass from Gravesend to London.*

By 13 & 14 Car. II. cap. 11. No Ship arriving from beyond Sea, shall be above three days coming from

a Certificate, under the hands of a Commissioner of the Navy or Victualing Office. § 91.

The Directors or any five of them are empowered to make Bye-Laws, Rules, Orders, and Regulations for the Docks and their Appurtenances, and for the good government of the Directors, Dock-Masters, Clerks, Treasurers, Collectors, Engineers, Surveyors, Workmen, Watchmen, Lightermen, Labourers, and others appointed and employed on behalf of the said Company, and for the better regulating, governing, and managing the several Works, Matters, Accounts, and things authorised to be done by the Directors; and to amend, alter, and repeal the same, and fix penalties for non-observance, not exceeding 40s. recoverable before Justices where the Offence is committed. Such Bye-Laws to be printed and distributed in the Port of London; to be subject to the control of the Company, who may alter or annul the same, at a General Meeting; and to be allowed and approved by the Lord Chancellor, one of the Chief Justices, or Chief Baron. § 109—112.

“ In consideration of the great charges and expences, in making, building, and erecting the said Docks, and their Appurtenances, and supporting, maintaining, and keeping the same in repair :”—  
It is enacted, that from and after notice of the completion of the Docks and other Works, shall have been given by Public Advertisement in the London Gazette, and two or more Public Morning Newspapers, circulated in London, there shall be payable



bound Vessel, more than 25lb. of Gun-powder, before such Vessel falls down to Blackwall, on pain of forfeiting, in both cases, all the Gun-powder found on Board above 25lb. and also, in either case, 2s. for every pound of Powder found on Board above the said 25lb. which is allowed,—and no Gun-powder, (except by water in any Boat or other Vessel, (except in Vessels which are to be exported going Coastwise,) which shall not be covered by Taraulins: and as aforesaid, shall be in barrels closed, joined, or hooped, without any Iron about them; and each barrel shall contain no more than 100lb. of Gun-powder, and not more than 200 barrels shall be conveyed in any Boat or Barge at the same time. All Gun-powder carried or removed in any other manner than before prescribed, is liable to be seized, and forfeited to the use of the person seizing the same.

**SECT. VI.—Regulations respecting Ships mooring at St. Saviour's Dock.**

By the Act of 5 Geo. II. cap. 20, It is enacted, that in case any Ship or Vessel shall be laid up or moored in the mouth, or any part of St. Saviour's Dock, in the County of Surrey; (except such Vessels as shall be lading or taking in, or unlading or delivering their Cargoes respectively; and also except

or Consignees of such Merchandise (over and above all other Rates and Duties) the Rates and Duties following; viz.

	s.	d.	
For Aloes . . . . .	4	8	} per Cwt.
— Balsam Natural . . . . .	4	8	
— Cassia . . . . .	4	8	
— Cortex Winteranus . . . . .	4	8	
— Cocoa . . . . .	1	6	
— Coffee . . . . .	1	6	
— Cotton Wool . . . . .	2	6	
— Dyers' Woods . . . . .	0	6	
— Ginger . . . . .	3	3	
— Gum Guaiacum . . . . .	4	8	
— Hides . . . . .	0	6	per Dozen.
— Indigo . . . . .	2	6	per Cwt.
— Marmalade . . . . .	2	6	} per Jar.
— Oil, Castor . . . . .	2	6	
— Pimento . . . . .	3	2	per Cwt.
— Rum . . . . .	0	1	per Gallon.
— Sarsaparilla . . . . .	6	0	} per Cwt.
— Sugar . . . . .	0	8	
— Succads in Boxes . . . . .	5	0	
— Tamarinds or Succads in Jars	2	6	per Jar.
— Tortoise shell . . . . .	5	0	} per Cwt.
— Turmerick . . . . .	4	8	
— Wine, including Madeira . . . . .	0	1	per Gallon.

And Further ;

	s.	d.
For every Cask, Case, Bundle, Bale, or other Package, containing any article of Merchandise, not other- wise specified and described in the foregoing Table, being 2cwt. and upwards . . . . .	5	0
		For

## TAKEN ON

shall be appointed by the Commissioners of the  
 and in no other place, and shall remain at  
 wharves until the delivery of the Cargo, and  
 a Vessel shall have been cleared, under the  
 penalty of 100*l.* unless, in the Judgment of the  
 officers, the Master, or Person having charge  
 of the Vessel, is prevented from com-  
 mitting this offence by an unavoidable accident.

### IX.—Regulation of the Harbour-Master—

By the Act of  
 Lord Mayor of Lon-

don, in the third year of the said King, chapter ix. The  
 Harbour-Master, with power and authority, (attend-  
 ing to the Acts of 10 & 20 Geo. III. before  
 mentioned,) to direct the entering, mooring, and  
 unmooring, moving and removing all Ships, Vessels,  
 Lighters and Craft, (except those of the Trinity Cor-  
 poration,) coming into, lying, or being in the Port  
 of London, and the Canal and Cuts, or any of them,  
 (except the Docks and the entrance thereto,) and to  
 regulate the times and manner of their entrance  
 into and going out of the same; and their respec-  
 tive Births, Stations, Positions, Lading and Dis-  
 charging thereon, and the time of opening and  
 shutting the several Gates of the said Canal, in con-  
 formity to this Act, and to the By-Laws of the  
 Corporation of London, which they are authorized  
 to make for the good Government of the Harbour,  
 Masters, and other Persons to be employed, for the  
 more

where there is no entry or clearance, then to be paid before leaving the Docks; so as no Ship shall be subject to this Rate more than once in every Voyage, both out and home inclusive. And this Rate is to be collected only in proportion to the actual *Tonnage of the Cargo*, in cases where Ships or Vessels are not fully laden, or where only that part of the Cargo is landed which is of the growth of the West-Indies. § 137.

The Rates and Duties on such Goods and Merchandise, imported from the West-Indies, as shall be subject to the payment of any duty to his Majesty, shall be paid when the post-entry of such Goods is made at the Custom-house, to the Company's Collector, appointed for that purpose. And the Rates and Duties on such Goods and Merchandise, as shall not be subject to the payment of any Duty to his Majesty, shall be paid before the same are taken away from the Dock Premises. § 137.

All Lighters and Craft entering the Docks, Basons, or Cuts, in order to convey, deliver, discharge, or receive Ballast or Goods, to or from on board of any Ship or Vessel, are exempted from the said Rate of 6s. 8d. § 138.

The Company's Collector may distrain any Ship or Vessel, in case of refusing or neglecting to pay the Rates; and Persons eluding such Payment shall continue chargeable. § 139, 140.

The Tonnage Rates shall be ascertained by the Vessel's register to which the Company's Collectors shall

Legal Quays and places appointed in London and elsewhere; and without due notice to the Custom-house Officer; and by the 26th of Geo. III. cap. 40, the Master of every Vessel belonging to British Subjects, is bound to have on board a Manifest signed by himself, containing the names of all the Ports at which any

Goods on board have been  
 Built and Tonnage of the  
 and the Port to which the  
 Account of the Cargo,  
 loose; and the exact  
 Package in which the  
 must be produced to the

Master's  
 ; with  
 whether laded or  
 number and marks  
 Cargo is contained,  
 first Officer who comes on board within the limits of the Port.)—And Bulk must not be broken, nor any part of the Cargo Unladed, until the Vessel comes to her proper place of Discharge in the Port, and is authorised to Unlade by the proper Officer of the Customs, under a Penalty of 200*l.* except in cases of inevitable necessity, to be stated to the Commissioners of the Customs.—And within twenty-four hours after the Ship's arrival, the Master must make Oath before the Collector of the Ship's Built and Burden, and the contents of her Lading, and deliver his Manifest, under a Penalty of 200*l.*\*

#### SECT.

\* By the Act of 13 and 14 Charles II. cap. 11, If after clearing any Ship, and discharging the Tidesmen, there shall be found on board any Goods concealed for which the Duties ought to have been paid,

Brought over . . .	£. 33,828	o	o
Taking the article of Sugar, (as being the largest,) for the purpose of ascertaining the Aggregate Sum to be received, (for the convenience of the Docks, Wharfs, and Cranes; and in lieu of <i>Land-Waiters' Fees, Wharfage, Landing, Cooperage, and Warehousing</i> such Goods, — <i>Warehouse Rent</i> for twelve weeks, and the charge of <i>Delivery</i> ,) the whole amount on 101,484 Tons, at 8d. per Cwt. or 13s. 4d. per Ton, is . . . . .			
	67,656	o	o
Total . . .	£. 101,484	o	o

For the purposes of discovering the advantages or disadvantages of this System, it will be necessary to consider the following Estimate of the present expence of discharging West-India Vessels in the Pool, opposed to the above charges in the premises of the West-India Dock Company.

346 Ships, average Lumping Dues, including extra Work, and Watching, and Cooperage,—(45 l.) . . . . .	£.	s.	d.
Boat attending 30 days, at 4s. a day,—(6 l.) . . . . .	15,570	o	o
Chain hire, 10s. a week,—(2 l.) . . . . .	2,076	o	o
	692	o	o
Demurrage of the Ship, supposing her on Charter, or that the Owner is deprived of the use of her, 15 days longer in the Pool than in the Dock, at 8s. a Ton per month, for one-half of a month on 290 Tons, average 4s.—(58 l.) . . . . .	20,068	o	o
Carried over . . .	£. 38,406	o	o
	Brought		

advance, on this head,  
Owner and Marcha

Present expence of L  
Labourers and Gar  
bringing 101,484 '  
and other West-Ind.  
Land-Waiters' Fees ;  
Cooperage; at 3s. .  
Warehouse Rent for 12  
Charge of Delivery ; a

Deduct the amount to be  
India Dock Company

Add the above-stated Bal.  
Proprietors, in dischar,

Aggregate Balance in fa  
System

the West-India Commerce from the Dock System, in which the Ship-Owners will participate : while, at the same time, more dispatch will be afforded, which, in all matters relating to Shipping and Navigation, is of the greatest importance. And it may possibly happen that the first Fleets that arrivè, may be enabled to make *two* Voyages instead of one in the course of a year. This circumstance alone, at a time when the British Shipping is found, as at present, to be so inadequate to the great and increasing extent of the National Commerce, is not only highly interesting to the Ship-Owner and the Merchant, but also to the State ; by furnishing the means of œconomizing in the conveyance of Commercial Commodities.—Upon the immense Scale of the Trade of the Metropolis, (equal to about three-fifth parts of the whole Empire,) the advantages derived from double Voyages in the same Ships are incalculable ; not merely from the convenience which will arise to Trade, but from the reduced expence attached to the Carrying System, when considered in competition with Foreign Nations.

The enormous expence of Ships forms another ground whereby to judge of the advantages ; for while a less Capital is necessary, and more constant employment given to Seamen, equal or superior profits are acquired ; although the Freights may be reduced, when each Ship performs a double instead of a single Voyage.

The improvements in the Art of Navigating Ships,  
and



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having recognized the S  
Corporation, of supplying  
Ballast, that sail between  
Main Sea, at the followin  
Act of 6 Geo. II. cap. 29,

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without however, altering  
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For the purpose of pre  
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Marks of the Lighters, :  
fraudulent alterations, sus  
weighed within ten Wor  
made to the Corporation :

## C H A P. XIV.

*The Powers and Functions of His Majesty's Commissions of Customs and Excise, as they apply to the Police of the River Thames, and the Port of London.—The perplexed State of the Laws of the Customs.—General Summary of the Statute Law on this subject; as it relates—1st. to Merchants, Masters of Ships, &c.—2d. to Revenue Officers.*

**T**HE Establishment of the Board of Customs is employed, not for purposes of Revenue alone, but also for carrying into effect the Laws of Navigation and Trade; upon which the security of the Empire, and the protection and encouragement of its Commerce and Manufactures, essentially depend.<sup>(i)</sup>

The Commissioners therefore, under the authority of various Acts of Parliament, and also under the directions of the Treasury, exercise very extensive and important Powers and Functions in the general System, which comprises the Police of the Port of London.

They superintend the execution of the Laws as they relate to Regulations, respecting the lading and discharging of all Ships and Vessels frequenting the Port, which particularly apply to the mode of securing, and ascertaining the amount of his Ma-

(i) See the Fourth Report of the Finance Committee of the House of Commons—printed July 1797.

(c) **Revenue of Customs.**—the payment of **Draw-**  
**ings** and **Bonds** on Goods exported,—the grant-  
 ing of **Drawings** and **Bonds** and **Securities** from  
 persons engaged in the Importation and Exportation  
 of Goods,—they authorise and appoint sufficient  
**Warranted** Goods may be landed when the  
**Drawings** may be carried on at the **Legal Quays**.  
 They appoint **Inferior Officers** to enter on board of  
**Ships** and **Vessels**, arriving and discharging, as well  
 as **Ships** and **Vessels** sailing outward,—and to remain  
 on board as long as necessary for the protection of  
 the **Revenue**. They appoint **Preferable, Extra, and**  
**General Officers** for this particular duty. (k) They  
 inspect and control the whole of the numerous  
**Offices** and **Stores**, belonging to the different  
 departments of the **Revenue of the Customs**. They

matters and things whatever, which relate to Vessels in the service of the Customs, or to the control, regulation, or reward of their Officers, in every part of England and the Colonies.

The COMMISSIONERS OF THE EXCISE have a concurrent Jurisdiction with the Customs, with respect to the security of those branches of Revenue which it is their province to collect on articles imported; but they exercise no general superintendence.

They appoint and authorise their Officers to board and to watch Ships and Vessels, where excisable Goods compose a part of the Cargo, and they also employ Revenue Cutters for the detection and prevention of Illicit Trade.

The FINANCE COMMITTEE OF THE HOUSE OF COMMONS, (to whose labours the Public are already so much indebted, and whose Reports, on a vast variety of Subjects, afford ample hints and materials for the most important legislative Regulations, in matters of the highest consequence to the improvement of Trade and Police in this Kingdom,) state that the Laws respecting the Customs, are "voluminous in their bulk, and intricate in their details," filling, at present, *six large volumes in folio*, unprovided with any printed Index. They also declare, that they feel themselves warranted in stating, *most decidedly*, that a consolidation and simplification of the Laws of the Customs would greatly contribute to secure and increase the collection of the Revenue: that by such a simplification "the Re-

*impossible* that he

It appears indicative Government, has been the important object: and has not been thought ever, (the Committee of the Work must

After the foregoing, the leading Member, the leading Member said to have been in the public good, it from the Author of into any thing more Powers and Functions of Customs and the multiplicity of State and Functions are also an absolute

The following Summary of the most interesting Laws on this Subject will, however, he trusts, serve as some direction to Merchants in this most dangerous part of their voyage; and as a clue to that labyrinth of perplexities, the mazes of which, it is to be hoped, the Legislature will ere long find leisure to put an end to, by pursuing the suggestions of the Finance Committee on this subject.

The Statutes are ranged under the two following heads :

I. The duty of Merchants, Masters of Ships, Wharfingers, Consignees, &c. on the Importation and Exportation of Goods.

II. The Privileges, Duties and Indemnities of Revenue Officers, not specified in the foregoing division.

I. By the Statute 1 Eliz. cap. 11, Owners and Masters of Vessels, are prohibited from Lading or Unlading Ships, except in day-light, and at the Legal Quays and places appointed, (in London and elsewhere,) and without due notice to the Customer and Custom-house Officers.

By 13 and 14 Car. II. cap. 11, no Ship arriving from beyond Sea, shall be above three days coming from Gravesend to her place of Discharge in the Thames, without touching at any Wharf, Quay, or place adjoining to either Shore between Gravesend

*Obligations on Ship-Masters respecting their Agreements  
with Seamen.*

And further, by the Act of 2 Geo. II. cap. 36, every Seaman shipping himself on board any Merchant Vessel, in Foreign Trade, shall, within three days, (and in the Coasting Trade upon his entering,) sign an Agreement, declaring the wages and the voyage, (except Apprentices) or in default, the Master shall forfeit 5*l.* per man to Greenwich Hospital: and on the arrival of any Vessel from beyond Seas in the Thames, (or in any part of Great-Britain,) the Master shall pay the seamen their wages within thirty days (and within five days in the Coasting Trade,) after the Vessel is entered at the Custom-House, (excepting there is a previous Agreement to the contrary,) or at the time of the discharge, deducting all such penalties as may be due from them for breach of Laws.—Penalty to the Master Twenty Shillings above the wages.

By the Act of 37 Geo. III. cap. 37, for preventing desertion of Seamen in the West-India Trade: Ship-Masters hiring Seamen who have deserted from any other Ship, incur a penalty of 100*l.* They are also prohibited from hiring Seamen in the West-Indies, at more than double wages, unless by licence of the Governor of the place, under a like penalty of 100*l.* Every Trading Ship to the West-Indies is to have an Apprentice under 17 years of age, for every 100 tons of burden, and such Apprentice to be in-  
rolled

near the place, and in the day time, to enter into any house or other place, and in case of resistance, to break open Doors, Chests, and other Packages; to seize any Goods prohibited and uncustomed, and to secure the same in his Majesty's Storehouse in the next Port.

By 9 Geo. II. cap. 35, § 27, all Goods found concealed on board any Ship after the Master shall have made his report at the Custom-house, and not mentioned in the said Report, shall be forfeited, and may be seized and prosecuted by any Officer of the Customs, and the Master of such Ship, (in case he was privy to such concealment,) shall forfeit treble the value of the Goods.

By 5 Geo. III. cap. 43, § 1, all Goods, Wares, and Merchandise whatsoever, which shall be found concealed in any Chest, Trunk, Bale, Cask, or other Package, or amongst any of the Goods, Wares, or Merchandise contained therein, at any time after the same shall have been sent to his Majesty's Storehouse, by any Officer of Customs, (in pursuance of Statute 13 & 14 Car. II. cap. 11 :)—and which shall not have been, within twenty days after the first entry of the Ship in which they were imported, duly entered, and the Customs, and other Duties for them, paid or secured; or which shall be found concealed in any Chest, &c. or inclosed in any of the Goods therein contained, which shall be brought on Shore by special Sufferance, or order from the Commissioners or principal Officers of Customs, at  
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Wages then due, and also Ten Shillings each for every gallon of Spirituous Liquors, and Ten Shillings for every Pound of Tea, and also Ten Shillings for every Pound of Coffee.—And by § 3, if such Mates or Seamen, shall commit such offences in time of War, it shall be lawful for the Owners to send such Mates or Seamen, on board some of his Majesty's Ships of War; there to serve for three years, except such as are old, disabled, or unfit for such service.

This Act is to be printed, and put up in some conspicuous part of every *British* Vessel, trading to or from this Kingdom; and whenever the printed Copies shall be damaged, the Master shall cause the same to be immediately replaced, under the penalty of One Shilling a-day during such omission; to be paid to the Owners, and levied by Warrant, under the hands and Seals of one or more Justices.

By § 7 of the Statute 13 & 14 Charles II. c. 11, it is enacted, that if any Keeper of any Wharf, Crane or Quay, or their Servants, shall knowingly, suffer to be taken up or Landed, or shall ship-off, or suffer to be water-borne from their Wharfs, &c. any Goods prohibited, or whereof any Duties are payable, without the presence of the Officers of the Customs, or at times not appointed by Law; or Goods passing by Certificates, Waste-cocquet, or otherwise, without notice given to his Majesty's Officers; every such Wharfinger shall forfeit 100 l.—And if any Goods shall be taken in from the Shore  
into

in lieu of the watchmen incumbent on Ship-owners to employ,) and that the said Constables do watch the ships, stores, and cargo, and attend the Lights up

### LUMPERS.

- II. That the Foremen Lumpers shall, under the direction of the Superintendent of Lumpers, see that the Gangs perform their duty with diligence and attention.
- III. That the Foreman and his Gang shall attend the Marine Police Office at Five o'Clock in the Summer, and not later than Six in the Winter, and repair immediately to each Ship as the Superintendent shall direct.
- IV. That the Lumpers shall submit to the orders of their Foreman while at Work.
- V. That, in conjunction with the Foreman, they shall strike Yards and Top-Masts, get up the Derick, and prepare every thing as heretofore done by Lumpers on the River Thames, and then proceed to the discharge.
- VI. That the Working Hours shall be from Six in the Morning till Six at Night in Summer, and from Sun-rise to Sun-set in Winter.
- VII. That no Lumper shall go on Shore during the Day, but shall eat their victuals on boards.—They shall be allowed Half an Hour to Breakfast, at Eight o'Clock in the Morning; and One Hour to Dinner, to commence at One o'Clock in the Afternoon.
- VIII. If for want of Entries, or other circumstances, a Gang cannot be employed, they must return to the Office for fresh Instructions.
- IX. The Gangs of Lumpers shall wear only Stockings and Freeches.—No Frocks, Trowsers, Jemmies, Pouches, or Bags, will be allowed.
- X. On quitting the Ship, every Lumper shall be searched by the Police Constables.
- XI. The whole Gang shall land in a Boat with their Foreman.

toms, all such Merchandize shall be forfeited. The Master of every Vessel that shall take in such Goods in any Port, to be landed in some other Port of *England*, shall, before the Ship be carried out of Port, take out a Cocquet, and become bound to the King with security, in the value of the Goods, for delivery thereof, in some Port within England ; and (dangers of the Seas excepted,) to return a Certificate within six months, that such Goods were there landed accordingly.

By Statute 32 Geo. III. c. 50, § 5, if any Goods brought into any Port, within this Kingdom, from any other Port within the same, by coast-cocquet, transire, let-pass, or certificate, shall be unshipped to be landed, before such Cocquet, &c. be delivered to the Customer or Collector and Comptroller of the place of arrival, and sufferance given from such Customer, &c. the Master or Mariner taking charge of such Ship consenting thereto, shall forfeit the value of the Goods ; and if any Goods of Foreign Product, coming coastwise, shall be landed without the presence of an Officer of the Customs, such Goods, or the value, shall be forfeited.

All Goods saved out of any Ship forced on Shore, or stranded, not being wrecked Goods, (or *flotsam*, *jetsam*, or *lagan*,) shall, after salvage and other charges paid, be liable to the like customs, drawbacks and allowances, as such Goods would be liable to in case they were regularly Imported.—5 Geo. I. cap. 11, § 13.

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is a Customer or Collector, all such Goods of the produce or manufacture of *Great Britain*, as may be lawfully exported without paying any duty (*other than the Goods excepted in the Table of Rates outward*) so as an entry be first made in the Custom-house, expressing the quantities and qualities of the Goods, and so as the same be shipped by the proper Officer ; on failure whereof the Goods to be liable to Duty.

By 24 Geo. III. Stat. 2, cap. 47, § 26, the Master of every Vessel, arriving at any Port, or going outwards from any Port in this Kingdom, *in ballast*, shall, if called upon by the Collector or Comptroller, or other Officer of the Customs, make a true Report of such Vessel, both inwards and outwards, and answer, upon oath, to such questions relative to the Voyage and Navigation of such Vessel as shall be put to him by the Officer of Customs, at the Port where he shall arrive, or from whence he shall depart; under the Penalty of forfeiting 100*l.* which oath the Collector, or Officer of Customs, is to administer. Provided that no Master of any Vessel in ballast, making Report as above, shall, in respect thereof, be liable to the Payment of any additional Fees.

By Stat. 27 Geo. III. cap. 13, § 17, 18, 19, the value of Goods, paying a Duty, *ad valorem*, shall be ascertained by the written Declaration of the Importer [or Exporter] or Proprietor, or his Agent or Factor; which Declaration shall be written on the Warrant of the entry of such Goods, and shall be subscribed

the Shore, to be carried on board any Ship outward-bound, or laden out of any Ship arriving from Foreign Ports, without a Warrant and Presence of an Officer of the Customs, such Boat shall be forfeited, and the Master, or any Mariner of any Ship, inward-bound, consenting thereto, shall Forfeit the value of the Goods.

And in case any Person is apprehended by the Customs, and may be Committed to Prison for his Behaviour, until he can give security.—On conviction

penalty of 5*l.* or in default two Months' Imprisonment is inflicted.

By the Statute of 26 Geo. III. cap. 108, If any Wharfinger or Dealer in Coals, shall directly or indirectly give, to any Labouring Coal-Metre, any Reward or Gratuity besides 4*d.* per Chaldron, he shall forfeit 20*l.* in London, and 50*l.* in Westminster and Surrey. And by the same Act, if such Wharfingers or Dealers shall use any Sack less than Four Feet in Length and Two in Breadth, he shall Forfeit 5*l.* and Labouring Meters 40*s.*

#### *Upper Thames.*

Wharfingers on the Banks of the River above London Bridge are required, by 11 Geo. III. cap. 45. § 25—27. To keep Regular Entries of Goods brought to their Wharfs for Carriage, and to give Receipts

Customs at the Port, on Penalty of 200*l.* on the Master *and* the Mate, except in case of inevitable necessity; of which notice must be given to the Custom-house. § 8.

The first Custom-house Officer who goes on board, is to mark and seal all such Packages, &c. of Goods as are not stowed in the main hold (or the chains or other part of the outside of the Ship); and such Goods can be landed only by special leave from the Commissioners, and opened by an order from the proper landing Waiters, and in presence of a superior Officer of the Customs. § 9.

Altering such Marks or Seals subjects the Captain *and* Mate to Penalties of 200*l.* § 10.

Within twenty-four hours after the Ship's arrival at her Moorings, the Master must make oath before the Collector, &c. of the Ship's built and burthen, and the contents of her lading, and deliver the Manifest to the Collector, on Penalty of 200*l.* § 11.

Every Importer or Consignee of Goods must within twenty days after the Master's Report, enter his Goods at the Custom-house, and pay the Duties; or on failure, the Custom-house Officers may convey the same to the King's Warehouses, for securing the Duties; and if they are not paid within three months, the Goods are to be sold by the Officers: (Except in cases of Goods allowed to be entered and warehoused on Bond.) § 14.

No Custom-house Officer is to permit any Vessel to clear out until the Master has given bond not to



every *Bank, Shore and Wharf* thereto adjoining, enforces not only the Regulations and Bye Laws relative to the Fishery upon the River, but also takes Cognizance of all *Encroachments on the River or its Banks*, and of all *Nuisances and Annoyances* whereby the Navigation may be obstructed, or in any respect injured, namely—By *Pitching Poles—Erecting Wharfs—Making Causeways and Stairs—Continuing or Increasing Ayles—Making or Continuing Stages—Erecting Walls—Building Pot Galleries—Planting Ozers—Laying Mooring Chains—Injuring the River by throwing out Rubbish, Ballast, or any other Article—Or Obstructing the Navigation by laying Lighters and Carts in improper Situations.*—Every Person committing any of the Offences herein-before enumerated, or any other Offence, considered as an *Encroachment, Nuisance, or Annoyance*, is subject to a Prosecution by Indictment, before the Court of Conservancy, and to Fine or Imprisonment in case of Conviction.

The Act of 6 Geo. II. cap. 29, establishes an important Police Regulation, by prohibiting, under a penalty of 5*l.* any Ballast being thrown into the River, and directing that it shall, (as before stated, *vide* § XIII.) be landed above high water mark, or laden into the Lighters of the Trinity Corporation.

By the Act of 22 Geo. II. cap. 16. Any Person throwing *Rubbish, Ashes, Dirt, or Soil*, from any Wharf, Quay, or Bank adjoining, or near the River,

II. We are next to consider the privileges, duties, and protections, imposed or conferred by the Legislature on *Revenue Officers* : Of these the most material to be generally known, may be classed under the following Heads :

1st. Such provisions of Statute Law as secure the purity of Revenue Officers.

2d. Such as direct specific duties to be performed by them in searching Ships, seizing Goods, &c. (See also the directions of the *Manifest Act*, in the pages immediately preceding.)

3d. Such as provide for the safety of their persons against assaults, and obstructions in the execution of their duty.

*Under the first head the following Statutes deserve particular attention.*

By Statute 13 and 14 Charles II. cap. 11. § 15, No Ship or Goods shall be seized as forfeited for unlawful Importation or Exportation, or for non-payment of Customs, but by the persons appointed to manage the Customs, or by Officers of Customs, or persons deputed by Warrant from the Lord Treasurer or Under Treasurer, or by Commission from his Majesty, under the Great or Privy Seal ; and if any seizure shall be made by any other person for the causes aforesaid, such seizures shall be void.

By Statutes 13 and 14 Charles II. cap. 11 ; 4 William and Mary, cap. 5 ; 6 William and Mary, cap. 1 ; and 9 Ann. cap. 21, The Commissioners, Patent Officers, and all Clerks, Servants, &c. employed in the

Customs, shall take their oath for the true and faithful execution of their several Trusts and Employments; and that they will take no reward or gratuity but their respective salaries, and what shall be allowed them by the Crown, or the regular Fees established by Law, for any service to be done in the execution of their employments, and the Commissioners and principal Officers in the Port of London, and the principal Officers in the outports, or any two of them, are authorised to administer such oath, and to cause the same to be registered in the Custom-house.

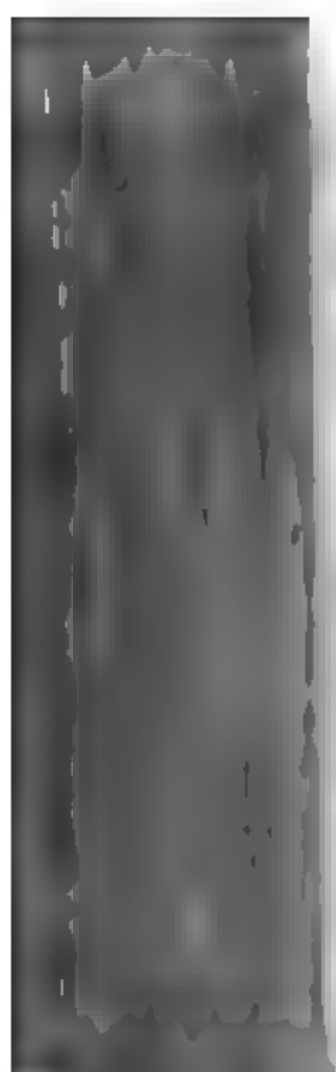
By 6 and 7 William III. cap. 7. § 11, Any Officer of the Customs duly employed in the execution of his Office, on any extraordinary service not required by Law, is authorised to receive such recompence from the person desiring his attendance, as the Com-

toms or Excise, to do any act whereby his Majesty might be defrauded in his said Revenues, every person shall forfeit for such Offence, 50%.

By a more modern Statute, which appears to have been passed for the purpose of getting at the root of the evil, it is enacted, That if any Officer of the Navy, Customs, or Excise, shall make *any collusive seizure*, or shall deliver up, or shall make any agreement to deliver up, or not to seize any Vessel, or any Goods liable to forfeiture, by this or any other act, or shall *directly or indirectly* take any bribe or reward for the neglect or non-performance of his duty, such Officer shall forfeit *Five Hundred Pounds*, and be rendered incapable of serving his Majesty in any Office, civil or military ; and if any person whatsoever shall give, offer, or promise to give, any bribe or reward to, or make any collusive agreement with, any Officer of the Navy, Customs, or Excise, to do, conceal, or connive at, any act whereby any of the provisions of any act relative to Customs or Excise, may be evaded or broken, such person shall (whether the offer be accepted or performed or not) forfeit *Five Hundred Pounds*.—24 Geo. III. Stat. 2. cap. 47. § 32.

If any Officer of the Customs shall embezzle any Goods lodged in any Warehouse in his custody, he shall forfeit double the value of the Goods embezzled to the party grieved with Costs. 8 Ann. cap. 18 § 27.

On this part of the subject it is proper to advert to the opinion of the *Finance Committee* whose admirable



Officers were in 1794, about 20,850*l.* in 1795, 21,635*l.* and in 1796, 25,391*l.*

The Committee appear particularly to recommend the Abolition of the Fees to *Outdoor* Officers; and for this purpose state, that an adequate provision might be conveniently and fairly obtained by a small Duty, on the principal articles of *Imports*, apportioning the duty according to the share, which the Trade of each Country contributes to the whole Trade of Great Britain.\*

*Of the Statutes giving specific directions as to Seizures, &c. by Revenue-Officers, the following seem to require special notice.*

By the Stat. 6 Geo. I. c. 21. § 39. it is enacted, That if prohibited or customable Goods shall be found by any Officer of the Customs, in the custody of any persons being in a Hoy, Lighter, Barge, Boat or Wherry, on the water, or coming directly from the water-side, without the presence of an Officer; or if such Goods, upon the information of one credible person, be found in any House or Place, on a search made according to the directions of 13 and 14 Car. II. c. 11. (see Division I. *ante* page 390) such Officer may put the said Goods into the King's Warehouse, till the Claimers make proof to the satisfaction of the Commissioners of the Customs, that the Duties have been paid or secured for the customable Goods, or that the same had been bought in a lawful way, or that the Goods had been compounded for, or condemned in the Ex-

\* See the Fourth Report of the Committee, pp. 24, 25.

chequer, or been delivered by Writ of that Court, and that the prohibited Goods had been compounded for, condemned or delivered; in which case such Goods shall be delivered without charge.

By § 43 of the same Act, If any Officer of the Customs be desirous to seize and prosecute the Goods, notwithstanding any directions of the Commissioners for delivery of the Goods, such Officer may seize and prosecute the same; in which case the Officer so prosecuting, shall be liable to be sued by the Owner, for recovery of the same, or the value thereof with costs; or if the Commissioners shall not order the delivery of the Goods, the Owner may sue for the recovery thereof, with costs and damages in any Court of Record at Westminster.


By Stat. 12 Geo. I. c. 28. § 17, Any Searcher, or other Officer of the Customs, after the

drawback for such Goods, and the value of the Goods.

By Statute 9 Geo. II. c. 35. § 29, It shall be lawful for any Officer of the Customs or Excise (producing his Warrant or Deputation, if required) to go on board any *Coasting Ship*, within the limits of the Ports, and to rummage such Ships for prohibited and uncustomed Goods, and to stay on board during the time the same shall continue within the limits of such Port; and if any person shall hinder any Officers of the Customs or Excise, in going or remaining on board such *Coasting Ship*, or in the searching thereof, such person shall forfeit 100l.

By Statute 24 Geo. III. Statute 2. c. 47. § 28, Where the Master of any Vessel shall report any Bales or Packages of any Goods, *contents unknown*] for Exportation, any Custom-House Officer is authorised to open such Bales and Packages, on board such Vessels so reported, and examine the contents thereof, or to bring them on shore to his Majesty's Warehouse, at the Custom-House, for the Port where such report is made, if necessary, and such Officer shall be indemnified, and not liable to any action for so doing: and in case it shall appear on such examination, that such Bales or Packages shall contain any Goods prohibited to be imported, or liable to forfeiture upon being imported into this Kingdom, by any Law then in force, all such Goods, and the Package thereof, shall be forfeited; and in case such Goods shall not be prohibited, such Goods shall



- 
97. William Crudin . .
  98. Richard Turner . .
  99. Richard Hatter . .
  100. William Woffot . .
  101. Samuel Spooner . .
  102. Alexander Bennitt .
  103. Edward Brown . .
  104. William Clements .
  105. John Munna . . .
  106. Henry Fother . . .
  107. Thomas Collins . .
  108. Daniel Lamberd . .
  109. John Turner . . .
  110. William James . .
  111. Andrew Gain . . .
  112. John White . . .
  113. Daniel Moor . . .
  114. Anthony Hopkins .
  115. Miles Jewel . . .
  116. James D. . .

son so offending being convicted, shall be adjudged guilty of felony, and shall suffer death.

By § 11 of the Statute 24 Geo. III. Statute 2. c. 47, If any person upon the shore, or on board any Ship, Vessel or Boat, shall maliciously *shoot at any Ship, Vessel, or Boat*, belonging to the Navy, or in the service of the Customs or Excise, within the limits of any Port of *Great Britain*, [or within four leagues from any part of the Coast thereof;] or if any person being on shore, or on board any Ship, shall maliciously shoot at, maim, or dangerously wound any Officer of the Navy, or of the Customs or Excise, *whether attempting to go on board, or being on board, or returning from on board any Ship, &c.* or otherwise acting in the execution of his duty on shore, or within the limits of any Port of *Great Britain*, [or within four leagues of any part of the Coast thereof;] or shall maliciously shoot at, maim, or wound any person aiding such Officer, every person so offending, and every person aiding therein shall be guilty of Felony without benefit of clergy.

By 19 Geo. III. cap. 48. § 10, &c., If any person whatsoever shall assault, resist, oppose, molest, obstruct, or hinder, any Officer of Customs or Excise in seizing or securing any *Coffee, Tea, Cocoa-Nuts, Chocolate, Foreign Brandy, or other Foreign Spirituous Liquors, or any other Goods whatsoever*, liable to be seized, or shall by force or violence rescue, or cause to be rescued, any of the said Goods, after they are seized, or shall attempt to do so; or, after such seizure,

him to the next Court  
Quarter Sessions, by  
the House of Correction  
years, nor less than 6  
Army or Navy.

By Statute 34 Geo  
Officer or Officers of  
service of the Customs  
going on board, or  
from on board any Ship  
limits of any of the Ports  
four leagues from the  
limits prescribed at all  
Coasts] shall be hindered  
saulted, in the execution  
*any person or persons*  
*time or night*; or if any  
*aid or assistance of such*

the next County Gaol, there to remain until the [next] Court of Oyer and Terminer, Great-session, or Gaol delivery, or until the Offender shall be delivered by due course of law ; and, in case an indictment shall be found against such Offenders, or any of them, they shall plead thereto, without having time to traverse the same, as is usual in cases of Misdemeanors, and being duly convicted thereof, shall, by order of the Court, be sentenced to hard labour on the River Thames, or any other navigable River in *England*, for any term not exceeding three years, as under 19 Geo. III. c. 74. in cases of Grand Larceny ; or the Court may order such Offender to be committed to the Common Gaol, or House of Correction, for any term not exceeding three years.

By § 35 of the Statute 9 Geo. II. c. 35, If any person passing with prohibited or uncustomed Goods, and armed with offensive weapons, shall hinder any Officer of the Customs or Excise, who, in the execution of his duty, shall offer to search or seize any prohibited or uncustomed Goods from any person passing with such Goods, and armed as aforesaid, by beating the Officers or other persons acting in their assistance ;—it shall be lawful for all Officers of his Majesty's Customs or Excise, and all persons by them called to their assistance, who are so resisted, *to oppose force to force*, and by the same methods that are violently used against them, and by which their lives are endangered, to defend themselves and execute the duty of their office : and if any person so resisting

that he may be reprimanded or dismissed, according to the nature of the offence.

5th. That, as an additional means of prevention will arise from a general Register of Lumpers at the Marine Police-Office, under proper regulations;—the Institution will then embrace two objects,—*Detection*—and *Punishment*, under the Police-Department: and *Prevention*, under the Discharging-Department. This last is of great importance in perfecting the System, and without which, the Port of London can never be completely rescued from that imputation of habitual and disgraceful Depredations upon Commercial Property, which has arisen out of the present mode of discharging Vessels. It is therefore proposed to abolish the old System, so ruinous and destructive to the Port of London, and to discharge West-India Ships by means of Lumpers, who shall be attached to the Marine Police Establishment, and who will be employed in rotation, and victualled by the Owners on board the Ship, under a reputable person in the character of a Foreman, who shall be answerable for the quick and regular despatch of ships. But, great as the advantages are, which may unquestionably be expected to result from this System, its success will depend on the support and union of the Ship-Owners as well as the Merchants, in attaching themselves closely to this new Institution; and in forming resolutions to conform to the Rules established for the Protection of Property in the River; and to discharge their Vessels by no other Lumpers than those who are registered and furnished by the Establishment.

It is with peculiar satisfaction that the Committee find themselves enabled to state, from every estimate they have hitherto been able to form, that the expense of Lumping out a Ship under the new System, will probably not exceed the average-amount hitherto paid for Lumpers and Watchmen;—the whole of the Freight on the quantity of Produce usually plundered,

Action ; which Assessment shall be made and levied as in cases of Robberies.

To prevent frivolous and vexatious Actions against Revenue Officers, by which they are peculiarly liable to be harassed, it is enacted, by § 25 of the Stat. 28 Geo. III. cap. 37 ; that no Writ shall be sued out against any Officer of Customs or Excise, or against any person acting by their order, in their aid, for any thing done in execution of their duty, until one month after notice in writing, shall have been delivered to them, or left at their abode, by the Attorney for the person who intends to sue out such Writ ; in which notice shall be clearly contained, the cause of action, the name and abode of the person in whose name such Action is to be brought, and the name and abode of the Attorney ; on which the Officer may tender amends, &c. as in the case of Actions against Justices of Peace.

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Thus while the Author has had occasion, in the course of this Work, to deplore the injuries sustained by the Revenue and the Public, from the loose conduct of not a few of the inferior Officers of the Customs and Excise, he has felt it his duty, in this and the succeeding Chapter, to submit to the Reader, and particularly to the consideration of those engaged in Commercial and Nautical Pursuits, a Summary View of what is incumbent on the several Parties to perform :

...of the utility at  
*River Police*, not mor  
and preventing the C  
securing the rights of  
right Officers in the la

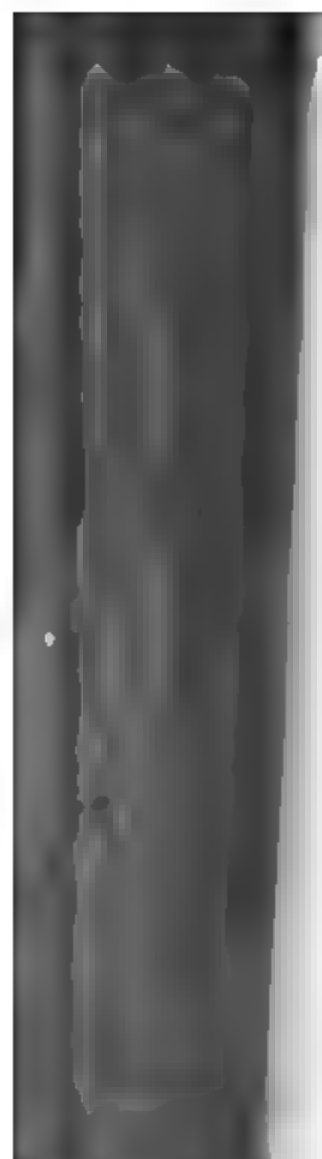
## C H A P. XV.

*Further Regulations of PENAL POLICE on the River Thames, which may be enforced by the Lord Mayor and Aldermen of London, as Magistrates; and by other Justices of Peace, acting for the Cities and Counties adjoining the River. Respecting WATERMEN plying on the Thames; their Apprentices, Boats, &c. Gravesend Boats.—The catching and selling FISH.—The Importation and Sale of COALS.—Security against Accidents from GUN-POWDER, FIRE, &c. on the River.—Rules and Penalties under the WET-DOCK ACT.—The Acts respecting the Navigation of the Thames, WESTWARD OF LONDON.*

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IN addition to the various Regulations already detailed in the preceding Chapters, there remain to be noticed certain subjects of considerable importance to the Police of the River Thames and the Port of London; and which depend on the positive enactments of a multiplicity of Statutes, giving jurisdiction over Offences, on or near the River, to Magistrates in the adjoining Counties of *Middlesex, Surry, Kent, and Essex*. These, therefore, it becomes useful and important to bring under the Review of the





- I. The Acts relating to the River Thames : The Thames Navigation, and the Great Owers.
- II. The Acts for the regulation of the policies injurious to the Navigation and Sale of the River.
- III. The Acts relating to the Navigation of COALS ; and the River.
- IV. Such Acts as relate to the Navigation on the River POWDER, FIRE
- V. The Provisions noticed in any of the Acts as they relate to the Navigation, and the Works.

THE END.

London, in common with the other Ports of England, and nautical affairs in general, shall be reserved for a subsequent Chapter ; which will be found important, not only to Merchants, Ship-Owners, and Seafaring persons, but to all who take an interest in the Welfare of this Commercial Metropolis ; and to whom a general and summary view of the Penal Statutes which have been made for the Security of their Persons and Property, must be useful for the purpose of guarding them against convictions for Offences, of which it is to be feared that few are sufficiently aware.

#### I. RESPECTING WATERMEN.

The following Preamble to the Statute 2 and 3 Phil. and Mary, cap. 16. will shew the state of the Watermen on the River Thames, previous to the interference of the Legislature on the subject.

“ Whereas heretofore for lack of good Government and due Order amongst Wherry-men and Watermen exercising, using, and occupying Rowing upon the River of *Thames*, there have divers and many misfortunes and mischances happened and chanced of late years past, to a great number of the King and Queen's subjects, as well to the nobility as to other the common people, that have passed and repassed, and been carried by water, by reason of the rude, ignorant, and unskilful number of Watermen,

efficient Watchmen, who were, or ought to have been, employed, according to the established usage of the Port, and at nearly the same rate of wages. (a)

On the subject of Plunder, it seems unnecessary to bring forward the evidence, heretofore adduced, to prove the extent and magnitude of the evil; it is sufficient for the present purpose to repeat, that, in many instances, the Master Lumpers were deeply implicated in the crime, by pocketing the sums for which they contracted to lump out, and allowing their men to remunerate themselves by Plunder. The Committee, therefore, does not consider it possible to make a fair comparison of the expence of working out a Ship, under the former and present Systems, by a simple reference to the amount of the respective Bills, yet they cannot doubt, that, when the Table of Dues, now settled with the Lumpers under the Police System, are carefully perused, they will be considered as *fair, moderate, and reasonable*.

It appears to this Meeting, from the Documents which have been produced, that thirty-eight individuals followed the occupation of Contractors for lumping out West-India Ships, previous to the Establishment of the Marine Police, who generally employed Foremen, and, having several Ships working at the same time, seldom attended in person to their Discharge.—That, under the New System, sixty-seven nautical Master Lumpers, who either constantly attended themselves, or made it their business to superintend the Labourers under their charge, were taken into the employment of the Institution, and properly sworn and instructed, besides twenty-three of the old Class.

(a) In this View of the Case, it must be admitted, that neither the Expence of Lumping nor Ship Constables can be considered as any *new Charge*; and ought not to be blended with the actual Expences of the Police System, since Lumpers and Watchmen must be paid for, whether there be a Police or not.

The

River of Thames; whereby divers persons have been robbed, and spoiled of their Goods, and also drowned:

“ And for and by the occasion aforesaid, be daily put in fear and peril of their lives, the which is very lamentable, and not to be permitted or suffered in any Commonwealth: And by reason also, that a great number, and the most part of the Wherries and Boats now occupied and used, and of late time made for rowing upon the said River, been made so little and small in proportion, and so strait and narrow in the bottom, varying much from the old substantial sort and sure making of Boats and Wherries, which was used before the space of Twenty Years last past, insomuch as the most part of Boats and Wherries used at this day, been so shallow and tickle, that thereby great peril and danger of drowning hath many times ensued, and daily is like to ensue, unless some speedy remedy be herein had and provided.”

For the reformation of these Evils it is enacted, That there shall yearly be appointed by the Lord Mayor and Court of Aldermen, *eight* persons of the most wise, discreet, and best sort of Watermen, being Householders and employed as Watermen, to be *Overseers and Rulers of all the Wherry-men and Watermen on the River Thames, between Gravesend and Windsor.*

By § 6 of this Act, the Lord Mayor and Aldermen, and Justices of Peace in the Counties next adjoining

joining the River, within their respective Jurisdictions, are empowered, not only to hear and determine all Controversies, or Offences against the Act, when brought before them by the said Rulers; but also to correct and restrain the proceedings of the Rulers themselves, in cases where they have exceeded their Jurisdiction.

The next Statute of importance passed on this subject was the 11th and 12th William III. cap. 21. the preamble of which recites, that "Notwithstanding the Laws that had been theretofore made for good Order, Rule, and Government, amongst the Watermen and Wherry-men, using and rowing on the said River of *Tames*, it had oftentimes happened, that divers persons passing by water upon the said River, had been put in danger of their Lives and

in working of Lighters, and other large Craft, Ships and Vessels were hindered in the delivery of Coals, and were thereby frequently stopped in the proceed of their Voyages, and the Goods and Lives of divers of his Majesty's subjects were likewise frequently endangered and lost, and notorious Disorders were occasioned."

It is, therefore, enacted, That all Laws then in force respecting Watermen, shall be put in execution; and that every person being a Lighterman or Owner of any Lighter, between *Gravesend* and *Windsor*, shall be of the Watermen's Company; and the Wherry-men, Watermen, and Lightermen are declared to be one Company.

In addition to the Eight Rulers to be elected by the Court of Lord Mayor and Aldermen, under the 2d and 3d Phil. and Mary, *three* Rulers are also to be chosen out of twelve persons to be nominated to that Court by the Lightermen. The Elections are to be at the first Court of Aldermen after June 1st. annually; and the Eleven thus chosen are to be called the *Overseers and Rulers of all the Wherry-men, Watermen, and Lightermen*, on the Thames, between *Gravesend* and *Windsor*; who are to register the Lightermen: and to appoint Assistants, Auditors, &c. and to make Bye-laws for regulating the affairs of the Company, to be approved of by the Court of Aldermen, and confirmed by one of the two Chief Justices; with reasonable penalties to enforce the same. Powers are given to the Lord Mayor, Aldermen, and

2

Justices

Once, shall be entitled to inspection of the Boat Sur also to the assistance of such in occasionally overlooking in promoting whatever in patch. In preventing the in checking Pillage and Exp but also of the Stores and I

Finally, It is to be understood are not placed under the in neither the advantages about tion and Preventive Police, it has already been found so sal either to the *Stores, Tackle* is thus shewn that no extra not immediately apply to this Expence, while it is ext economy and purity in the this Committee entertain he themselves of the benefits w Owners and Merchants, and

Power, in case no distress could be found to be made for the Penalties, authority is given to the Lord Mayor, Aldermen, and Justices of Peace, in their several Jurisdictions, to commit Offenders to the House of Correction, for any time not exceeding one month nor less than fourteen days : This Jurisdiction is also confirmed by the Act 10 George II. cap. 31. § 15.

The preamble of this Statute, 10 Geo. II. cap. 31. recites the Statutes, (2 and 3 Phil. and Mary, cap. 16; 1 Jac. I. cap. 16; 11 and 12 William III. cap. 21. and 4 Ann. cap. 13.) already alluded to; in consequence of the latter of which Watermen, Wherry-men, and Lightermen “ were at liberty to take what number of Apprentices, and at what age they thought fit, though they had not sufficient Business to employ and maintain such Apprentices, nor any Habitation or Place of Abode to retain and keep them at, and though such Apprentices were too weak for the work or labour required in such occupation, whereby such Apprentices became idle and profligate, and many and great damages had frequently happened to Goods and Passengers, by the unskilfulness of such Apprentices; and the good intention of the said Act for breeding able and sufficient Seamen for the Royal Navy was eluded.”

By § 12 of the same Statute, it is stated, “ That many inconveniences and casualties had frequently happened, and often arose to the endangering of the Lives of his Majesty’s Subjects, passing and repassing  
by



the Decks when required  
the Ship to be completely  
quired, and the Ship left  
Where Rum makes a p  
struck down and placed i  
hoisted upon Deck to cle  
or other Goods.

*Nota. For these specif  
the undertaking Lumper, it  
shall be registered under a  
shall be 250 Tons and upo  
Guineas, and no more.*

*2d. Specific Rates to*

For every Hogshead .  
Islands . . .

For every Tierce of .

For every Puncheon .

For every Hogshead .

This Preamble also recites the provisions of the said Act, 11 and 12 William III. cap. 21. for appointing Rulers and making Bye-laws, and giving jurisdiction over offences, to the Lord Mayor and Aldermen and Justices, as has been already stated.

It then proceeds to recite, that “in pursuance of the said Act, 11 and 12 William III. cap. 21. certain Rules and Orders had, from time to time, been made for the better rule and government of the Company, but that the same had proved inadequate and ineffectual : And that it would tend to the more speedy and effectual Administration of Justice, and be of great Public utility and convenience, if so much of the said Act, 2 and 3 Phil. and Mary, cap. 16. as subjects persons taking more than their Fare, to the fine of Forty Shillings, and also to half a year’s imprisonment, should be repealed : And if the Court of Mayor and Aldermen were authorised and empowered to make reasonable Rules, Orders, and Constitutions, for governing and regulating the Watermen, Wherry-men, and Lightermen, upon the River Thames : And if the Lord Mayor, Recorder, or any one Alderman, and the Justices of the Peace, within the Shires and Places next adjoining to the said River Thames, between *Gravesend* and *Windsor*, should respectively have full power, and authority to adjudge, ascertain and settle the several Penalties, and to enforce payment of the same, and to put the Laws, Statutes, Rules, Orders and Constitutions, made, and to be made, in execution : And effectually to

be made for the same, and the Master Lumper shall receive from the Commanding Officer a Certificate, specifying the extra labour thus performed, and the sum agreed to be paid for the same, unless such Officer shall choose to settle for such Work himself.

III. In all instances it is understood, that where such extra Work is paid for on the Certificates of the Commanding Officers, who have agreed to the same, the sum paid shall make a part of the general Discharge, to be settled and paid by the Ship's Husband on a future day of the account.

I, \_\_\_\_\_  
 perused the Rules  
 and the different \_\_\_\_\_  
 ordinary Labour, do declare  
 me very Heretofore \_\_\_\_\_ day of \_\_\_\_\_

Master Lumper, being  
 Marine Police Establishment,  
 for ordinary and extra-  
 ordinary Labour with the same. Witness

4 For as much as, where, from the particular State and Condition of the Cargo, or of the Ship or Landing, it may be expedient to let Lumpers, or others, to undertake the Discharge of the same, according to the Rules, it is hereby agreed, that the same shall be carried on by Day-labour, at a cheap rate as it can be procured, and a true and faithful account rendered of the same.

When a Ship is so peculiarly circumstanced as to require much care and circumspection in the Discharge of the Cargo, from damage, or the bad condition of the Cases and Packages, in that case the Unloading of the Ship shall be carried on by Day-labour, at a cheap rate as it can be procured, and a true and faithful account rendered of the same.

Witnessed by \_\_\_\_\_ Master of the Ship \_\_\_\_\_

When a Ship is placed under the Cognizance of the Marine Police Establishment, for the purpose of unloading, two Com-  
 \_\_\_\_\_

or Justices of the Peace, within their respective Jurisdictions, to summon Offenders (within six days after any Offence is committed) and, on the refusal to appear, to apprehend them by Warrant, and to punish them by Fine, not exceeding the Penalty imposed for the Offence ; or, in case of refusal to pay the Fine, by Imprisonment not exceeding one month.

A like authority is given to summon, apprehend, and punish persons refusing to pay Watermen their Fares, &c.

Authority is also given to two of the Rulers of the Watermen's Company (as well as to the Mayor, Aldermen, Recorder, and Justices) to hear Complaints between Watermen and Watermen, their Widows, Apprentices, &c.

An Appeal is by this Act given from the Mayor, Aldermen, Recorder, Justices or Rulers of the Company, to the Quarter Sessions.

HAVING thus stated the rise and progress of these Laws, respecting Watermen, and the Jurisdiction given by them to Magistrates, it will next be necessary to recapitulate the Penalties imposed on the several Offences created and made punishable by the Acts.

1ST. *As to Apprentices.*

Apprentices, bound to Watermen, &c. shall, in case their Masters' Habitation be not registered with the

## No. VI.

**GENERAL INSTRUCTIONS to Marine Police Surveyors, bearing  
Deputations under the Authority of the Act of the 2nd Geo.  
III. cap. 28.**

You are constantly to keep in mind, that on your appointment to the Office of a Surveyor, you took a Solemn Oath on the Holy Evangelists, and truly serve our Lord King George in the Office of a Constable, charged, or shall cease to be, in the Marine Police Institution, for preventing and detecting Felonies, Larceny, and Lighters, in the River Thames.—That you are not directly or indirectly to receive any Money, Goods, or Property of any kind, for, or in consideration of your conniving at any criminal or improper design, or of concealing any evil practice which may come within your knowledge, but shall conduct yourself with the strictest fidelity in the execution of the duty assigned you.

And you further swear, that you will bear true allegiance to our Sovereign Lord King George, and defend his Person, Crown and Dignity, against all his enemies and opposers whatsoever, and obey the orders of the Magistrates presiding at the Marine Police Office, and all others whom they may set over you—so help you God.

*Article 1st.*—You are appointed Sitter in one of the Boats belonging to this Institution; in which, assisted by two Watermen or Rowers under your direction and controul, you are to take

may take two Apprentices at the same time, and owning twenty Lighters, &c. may take four) on Penalty of 10/.

By § 5, No Apprentice shall be taken by any Waterman or Lighterman, until he has a settled Habitation to lodge him in, on pain of forfeiting 10/.

Apprentices who shall be imprisoned for any Offence, shall serve (in addition to the seven years for which they are bound) a space of time equal to the time, during which they shall have been imprisoned. 34 Geo. III. cap. 65. § 11.

*2DLY. As to the built of Boats and Wherries on the Thames, and the number of Passengers to be taken.*

By § 7 of the Statute 2 and 3 Phil. and Mary, cap. 16, If any person shall make any Wherry, with the intent to carry people on the River Thames, which shall not be  $22\frac{1}{2}$  feet in length, and  $4\frac{1}{2}$  feet broad in the midship, or which shall not be sufficient to carry two persons on one side tight, the Boat shall be forfeited.

By § 3. of 8 Geo. I. cap. 18. (continued by various Statutes) If any Boat, Barge, or Galley, rowing, or built to row with more than four oars, shall be found upon the water, or in any place within the Counties of *Middlesex, Surrey, Kent, or Essex*, or in the *Thames*, or within the limits of the Ports of *London*, [*Sandwich, or Ipswich, or the members or creeks*

etc. to be publicly sold.  
12 Geo. I. cap. 28.  
the Custom-house Officers  
publicly sold.

[This Act does not  
apply, belonging to the  
any Long Boat, Yawl  
Merchant Ship; or to  
licensed by the Admiralty  
shall be granted with the  
III. cap. 34. also pro-  
hibiting Boats in any Port,  
Coast.]

By § 9 of the Statute  
person shall work in an  
of the burthen of 15  
shall not be 3 Tons,  
*London Bridge* and (if  
shall be hired for use of

to take at one time any more than thirty-seven Passengers, and three more Passengers only, if brought on board by the way ; nor to carry *in any other Boat or Wherry*, more than eight Passengers, and two Passengers more if called in by the way ; nor to carry in any Ferry-boat or Wherry allowed to work on Sundays, more than eight Passengers. Any person carrying a greater number, for the first Offence shall forfeit 5*l.* for the second Offence 10*l.* for the third Offence shall be disfranchised from working any Boat, &c. for twelve months : And in case any greater number of persons shall be carried as aforesaid, and any Passenger shall be drowned, every person working such Boat offending therein, and being convicted, shall be deemed *guilty of Felony*, and be transported as a Felon.

3DLY. *As to Gravesend Boats.*

By § 12, 13, and 15, of 10 Geo. II. cap. 31, The Rulers of the Watermen's Company are to appoint two Officers to attend at Billingsgate, at High Water, and at Gravesend at the first of Flood, who shall ring a Bell, to give notice to the Tilt-Boats and Wherries, who design to pass the Ferry between London and Gravesend, to put off, on pain of forfeiting 5*l.*

If every such Boat shall not, after the ringing such Bell within fifteen minutes, immediately depart, and effectually proceed on his respective voyage, &c.



from, or to be exported to any  
the same may be seized, unless  
pounds in each, and hooped v  
also, unless such Powder is i  
Vesels, and covered besides v  
the Powder so seized in suc  
forfeited to the use of the per

And further, (if contrary to  
that the Master or Command  
King's Service,) lying between  
shall permit any Gun to be i  
Sun-setting, or where Guns a  
of such Vessels in any part of  
like manner to lodge an Info  
be dealt with according to Law

And if you shall in like m  
said Act,) that any person or p  
Vessel in the said River, betw  
wall, shall heat or melt, or  
or melted by Fire, Loggerhead  
Board of such Ship or Vessel.

Vauxhall and Limehouse, for carrying Passengers cross the River, at one penny each ; and the Watermen so appointed, are to pay the money received every Monday morning to the Rulers, &c. and be only allowed for their labour, on penalty of 40s.— 11 and 12 William III. cap. 21. § 7, 13.

Persons refusing to pay Fares to Watermen, &c. and to give their Names and Residence, or giving fictitious Names or Places of Abode, shall forfeit 5l.— 34 Geo. III. cap. 65. § 8.

THE Reader has thus before him all the Statute Law on this important branch of River Police. But it is matter of much regret, that the wholesome provisions of these Laws are not more effectually put in operation, by those to whom their execution is intrusted. Six years have now elapsed since the passing the most modern, and as it was hoped, the most effectual of those Laws ; yet no *Rules and Orders* have yet been made in consequence of the power conferred by that Act. Repeated attempts have indeed been made by the City and their Officers, so to accommodate and arrange matters, as to frame a set of Ordinances with the least possible violence to the prejudices of the parties to be controlled. But in matters of this nature, private feelings must give way to public benefits : It is believed and hoped, that effectual measures will now soon be adopted : If not the Metropolis has a right to expect, that the Legislature will take up the business, and no longer suffer those

pers or others from Ships  
*Night Plunderers.*—*River* ;  
*stealing Goods from outward-b*  
*Craft.*—*Thieves in the pract*  
And other Acts authorise you  
Cordage, Cables, Buoy-Ro  
*landing Goods from his Maje*  
not in the King's Service,  
Blocks, Metals, Stores, or I  
thereon.—Or persons commi  
to Gunpowder, Guns shotte  
Combustible Matter, or ladir  
to the Laws herein before me

*Article 8th.*—Wherever int  
is excited of any evil practice  
Ship, Vessel, or Craft, or i  
Place, or Slip, on the banks o  
are to be used in watching the  
pose of either preventing th  
bringing the Offenders to Just

into a Well-boat, under the care of some servant, who sent it up by degrees, as the Fishmonger directed. Thus the best Fish was dealt out in small quantities, and great part remained beind *a month, and sometimes six weeks*, before it was ordered up ; and having then been so wasted as to be unwholesome, it was destroyed to make way for Fresh : so that perhaps not a twentieth part of the Fish that had been caught was sold, while the Poor were distressed for food. To secure a continuance of this fraud, they became Owners of Fishing Vessels themselves, hired Fishermen to go Masters, and obliged the Fishermen's Apprentices to be bound not to the Fishermen, but to them, as Fishmongers, though the Fishermen are a distinct Company.

As to the Fish brought to market by the Fishermen, the Fishmongers in conjunction employed persons as their Buyers at the market, to take up all the best Fish, and then divided it among themselves by such lots or parcels as they thought proper ; so that when it came into their shops, they enhanced the price at pleasure, and were sure not to be undersold.

When a new Fish Market was, in the year 1749, attempted to be established at Westminster, (by Statute 22 Geo. II. cap. 49.) the Trustees and the inhabitants, raised a large sum of money by Subscription, and purchased Fishing Vessels, to be employed solely in supplying this New Market. Yet such was the influence of the Fishmongers, and the Fishermen in  
their

II. cap. 39. and 30  
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effectual. And Ju  
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ration of *Queenborough*  
the Penalties.

The Fishmongers,  
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Vessel came in, as part  
to the market directly  
one of these Cells or R  
or three days after, let  
Receiver of the same B  
ceivers were full : who

that the time for sending it forward was not expired ; which he not being able to disprove, the Fraud passed unpunished. It had been provided by these Acts, that an entry should be made of the Fishing Vessels, as they came in, under a very considerable Penalty ; but this was frequently eluded by prevailing upon those who had the charge of making the Entry, to leave the Entry to be made by some Waterman, who took the Entering Money, and made the Entry upon pieces of paper, which remained with him, before they were posted in the Entering Book, perhaps twenty days. If the Inspector, upon finding no Entry made, gave himself no trouble, the end was answered ; if he did and prosecuted, the Defendant produced the Waterman's Paper, which brought the Entry within time ; and though this Paper might be forged, as the proof of the Forgery was scarcely possible ; the end of the Fisherman was still answered, and he cheated the Public with impunity.\*

To remedy these Evils and some others the last Act of Parliament passed, and now in force, material to be considered, as respects the Port of London, is the Statute 33 Geo. II. cap. 27. of which the following is the substance.

The Master of every Fishing Vessel, within three days after his arrival at the Nore with Fish, shall report the time of his arrival to the deputed Clerk, in the Coast-Office at the Custom-House in London, under 50*l*. Penalty, and the Clerk is to enter the Re-

\* See *Noorthouck's History of London*.

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of Commercial Property ir  
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INSTRUCTIONS to Land-C  
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and having Deputations  
the 2nd Geo. III. cap. 28.*

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offends in the premises, he is to be committed to the House of Correction, for any time not exceeding two months, nor less than one month : and the Inspector of the Fishing Vessels is duly to execute his Office under the Penalty of 20/.

By the Statute 2 Geo. III. cap. 15, made to encourage the supply of the Metropolis with Fish, by Land-carriage, but which did not succeed to any beneficial extent ; No person who shall sell or be concerned in the sale of any Fresh Fish by Commission, is to buy or be concerned in the buying of any Fresh Fish to sell again, on his own account, or for the joint account of him and any other person, under the forfeiture of 50/. No person is to sell at any Fish-market within the Bills of Mortality, or within one hundred and fifty yards of such Fish-market, and during the market-hours, any of the Fish specified in the Act, before he shall have first placed up a true account of all the Fish which he shall then have to sell, distinguishing the several sorts of such Fish, and the quantity of every sort respectively, under 10/. Penalty ; and no person is to have in his possession, or expose to sale, any Spawn of Fish, or any Fish unsizable or out of season, or any Smelt, which shall not be five inches from the nose to the utmost extent of the tail.

By the two last stated Acts, a general Jurisdiction over Offences created by them, is given to all Justices of the Peace, within their respective Jurisdictions.

### III. RESPECTING



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Chapter III. (p. 142—  
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FIRST. The Statutes to prevent unlawful Combinations for enhancing the Price of Coals, as sold wholesale.

SECONDLY. The Statutes respecting the Measure and Sale of Coals *to the Consumer* : and the establishment of the *Land Coal-Meters' Offices*, in London, Westminster, and Surry.

THIRDLY. Suggestions as to the Relief of Coal Heavers.

FIRST, *Therefore, of the Statutes against unlawful Combinations of Coal Owners and others.*

The Statute 9 Ann. cap. 28, (which is made perpetual, by Statute 1 Geo. I. Statute II. cap. 26) is entitled "An Act to dissolve the present and prevent the future *Combination of Coal-Owners*, Lightermen, Masters of Ships and others, to advance the Price of Coals, in prejudice of the Navigation, Trade, and Manufactures, of this kingdom ; and for the further encouragement of the Coal Trade."

The preamble of this Act recites, that "the having Coals at cheap and reasonable Prices, tends greatly to the improvement of the Manufactures and increase of the Trade and Navigation of this Kingdom, and to the relief of the Poor ; and that it was necessary, that the Coal Trade should be free and open."

It is, therefore, enacted, That every Contract, whether in writing or not, between any Coal-Owners, Lightermen, Fitters, Masters, or Owners of Ships, Crimps,

they shall incur the  
Owners or Proprietors,  
50/.—Masters or  
Agents or Servants, 2

To prevent Frauds.

That every Fitter, or person  
shall give a certificate  
voyage, stating the quantity  
sold and loaded on board  
of the said Ship at the  
at the Custom Office at  
[or, in any other Port, at  
Penalty, upon all parties

By § 3 of the same Act  
posed on any Lighterman  
Factor, or other person  
(by himself, his Servants

*other Ship*, or shall sell one sort of Coals, as and for another sort.

By § 4 of the Statute 3 Geo. II. cap. 26. this Penalty is increased to 500*l.* which is also imposed on the Coal-Owner or Fitter, giving or agreeing to give any such Gratuity or Reward.

By § 7 of the same Act, 9 Ann. cap. 28. reciting that “Several persons acting as Crimps, Husbands, Agents, or Factors, for Masters of Ships importing Coals into the Port of *London*, under colour of such their employments do often fraudulently vend the Coals intrusted to them by the said Ship-Masters as aforesaid, *to their own Agents*, Partners, Servants, or other persons, for their own use and benefit, and at rates below the Market Price, and when so sold, do again greatly advance the Rates thereof, to the prejudice and discouragement of the said Ship-Masters, and great oppression and hindrance of the Manufacturers, and other Consumers of Coals ;” a Penalty of 50*l.* is imposed on all Crimps, &c. selling Coals to their own Agents, in trust for themselves.

All the Penalties in this Act are recoverable only in the Courts at Westminster.

By the Statute 3 Geo. II. cap. 26. “for the better Regulation of the Coal Trade,” it is enacted, That Dealers in Coals, may in future use their own Lighters, provided they are navigated by Lightermen, properly qualified and entitled to work on the River Thames : and the Lighters are to be entered with

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Westminster) is impos

remain in the hands of any Agents on behalf of the Owners: a method which it appears had been used to oblige Coal Ships to keep turn, notwithstanding the Laws to the contrary.

By the Statute 28 Geo. III. cap. 59, The before-mentioned Acts, 9 Ann. cap. 28. and 3 Geo. II. cap. 26. and the Penalties imposed thereby, on persons receiving gratuities from Coal-Owners are recited; and it is stated, that “notwithstanding the said two Acts, it had for many years been usual and customary for the Owners of Colliers, in Northern Ports, to charge a higher price to Ships lading Coals for the London Market, than to those lading for the Outports; and in consequence thereof to make certain allowances to the London Coal Buyers, at stated periods; which allowances had constituted the principal part of the *reasonable profit* of the London Coal Buyers; yet that great numbers of actions had been commenced against various persons in the said Trade, as well Owners as Buyers, on the ground that such allowances were contrary to the said Acts.” The Preamble goes on further to state, “That the persons against whom the actions were brought did not introduce the practice complained of, but found it an *existing custom* prevalent in the Trade, when they embarked their fortunes in it; and that the actions so brought, *should the informer succeed in them*, might be attended with the ruin of many of the persons, against whom such actions had been brought.” The persons against whom such actions had been brought are,

invested, your condition in Society is advanced; and it will, therefore, become you to demean yourself accordingly, as a discreet and respectable Man, determined to do your Duty with Prudence, Firmness and Integrity, and to avail yourself of the Power with which you are invested in preventing, as far as in you lies, all Depredations upon Property; and, when such are committed, to seize and detain the Offenders; and that, in general

fact shall be such as to  
 of the Captain and Mate  
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 kers; since your Rank as  
 authority of the law, is at  
 you must prove that you

deserve such rank, and also the confidence that is placed in you, by a prompt and discreet conduct on your part to every person on board, and particularly to the Revenue Officers, to whom when required, you will give every assistance, and that you may deserve the respect of others, take care that you pay proper respect to yourself, by keeping yourself sober, \* by avoiding disputes and quarrels, and by appearing clean and decent in your person and your apparel, submitting without complaint to such accommodations, and to such fare as circumstances will admit, and considering your duty as the first and only object of your attention.

Sobriety and  
 Decency.

\* In all cases where it shall appear to the Visiting Surveyor, or where notice is given by the Captain or Mate that any Officer is in liquor, or has misconducted himself in any respect, such Officer shall be immediately brought before the Magistrates, and if he shall appear to be in liquor, or shall be proved to have in any respect betrayed the trust reposed in him, he will forfeit his wages and be discharged.

SECONDLY. *The Statutes as to the Measure and Sale of Coals to the Consumers :*

By an ancient Statute of 7 Edward VI. cap. 7. "for the assize of fuel" it is enacted, That every Sack of Coals shall contain *Four Bushels* of good and clean Coals," on penalty of 3s. 4d. per Sack. The Act then goes on, in the quaint but nervous and expressive language of the time, to state, That "forasmuch as by the greedy appetite, and covetousness of divers persons, Fuel, Coals, and Wood, runneth many times *through four or five several hands or more* before it cometh to the hands of them, that for their necessity do burn or retail the same, "It is therefore, enacted, That no person shall buy any Coals [Wood or Fuel] but only such as will burn or consume the same ; or such persons as shall sell the same again by retail, to such as shall burn or consume the same, for their own occupying, without Fraud or Covin ; or Wharfingers or Bargemen ; under forfeiture of treble the value." This Act is, however, now partly repealed and partly considered as obsolete.

By the Statute 16 and 17 Charles II. cap. 2. for regulating the Measures and Price of Coals, it is enacted, 'That "for avoiding the manifold deceits, exactions, and abuses, used in the Measure and Sale of Coals," All sorts of Sea Coals brought into the River Thames and sold, shall be sold by the Chal-dron, containing thirty-six Bushels heaped up, and



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upon pain of forfeit  
be otherwise sold or  
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by 7 and 8 William III. cap. 36. § 2. *it was made perpetual.* And the provisions of the Act as to settling the *Retail Price of Sea Coals*, were found so generally beneficial, that by Statute 17 Geo. II. c. 35, they were extended all over the kingdom ; authority being given to three Justices (one being of the Quorum) for that purpose, in their several Jurisdictions.

By 12 Ann. Statute 2. cap. 17. § 11, The Coal Bushel is to be made round with an even bottom, and to be  $19\frac{1}{2}$  inches from outside to outside, and to contain one Winchester Bushel, and one Quart of Water, according to the standard for the Winchester Bushel described by 13 and 14 William III. cap. 5. § 28. In the Act referred to, the Winchester Bushel is described as  $18\frac{1}{2}$  inches wide throughout (in the inside no doubt) and eight inches deep : And by 3 Geo. II. cap. 26. § 13, it is directed, that this Bushel shall be used by all Dealers in Coals, by the Chaldron or lesser quantities in *London* and *Westminster*, or within ten miles thereof, and the Sack shall contain *three* such Bushels ; on penalty of 50*l.* The Bushel to be sealed or stamped at Guildhall, London, or the Exchequer Office, Westminster, on penalty of 50*l.* on persons using it unstamped or diminishing its size.

By § 10 of the Act, 3 Geo. II. cap. 26. already quoted, reciting, That “ by ancient custom in the Port of London, one Chaldron of Coals is allowed in to every score bought on board Ship, and so in proportion for a greater or less quantity, which is called

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six in the morning till six in the evening, in the winter.

The first Manager of the Office is named in the Act ; and at his decease, the appointment of that Office is vested in the Court of Common Council.

The said Manager and the principal Coal-Meters, and their Deputies and Servants, are declared to be subject to the control of the Court of Mayor and Aldermen ; to be dismissed or suspended by that Court, on complaint or proof of any Fraud, Neglect, or Misbehaviour, to be heard and determined by the Court in a summary way.

The Penalties, &c. under this Act, above 5*l.* are recoverable only in the Courts at Westminster. All others by complaint to any one Justice for London or Middlesex ; with an appeal to the Quarter Sessions : But it is observable, that a Justice has power *to convict*, in certain instances, where a Penalty of 10*l.* is incurred.

This Statute 7 Geo. III. cap. 23. is further explained and amended by cap. 83 of the Session, 26 Geo. III. By cap. 14 of the same Session, a like Office was established for twenty-one years, for the several Parishes lying between *Putney* and *Rotherhithe*, both inclusive ; to be provided and continued near Blackfriars Bridge, with five subordinate Offices, at *Putney*, *Wandsworth*, *Battersea* and *Lambeth* ; and in *Tooley-Street*.

Two Managers are appointed by this Act and subjected (with the principal Land Coal-Meters, and their

the Deputy's) to the control of the *Surrey Quarter Sessions*.

The Statute 26 Geo. III. cap. 108. (for explaining, amending, and reducing into one Act of Parliament, several former Acts) establishes a like Office for the City and Liberty of *Westminster*, and certain Parishes in *Middlesex*: subject to the control of the respective General or Quarter Sessions for the City and County: and the Penalties are recoverable if above 5*l.* in the superior Courts, or else before any one Justice of the City or County; with an Appeal to the *Middlesex Quarter Sessions*.

*The next part of these Acts is next to be considered, which relates to the regulation of Offences, in each District; and, in some cases, the case, any difference is*

A like Penalty was also imposed in Westminster by an Act now repealed.

Upon notice given to any labouring Coal-Meter, or left at the principal Coal-Meter's Office for a labourer to attend at any Wharf or Place named in such notice, in order to measure the Coals of the person giving the notice, a labouring Meter shall attend within one hour or sooner if possible ; under Penalty of 20s. on the Labourer neglecting to attend, and a like Penalty on the principal Meter neglecting to send.

If the principal Coal-Meter, or any person employed under him shall, during their continuance in Office, be directly or indirectly interested (otherwise than officially, though this saving is omitted in the *Westminster* Act) in the Sale of any Coals whatsoever, they shall (in *London*) be dismissed from their employment, and disabled from ever holding the same, and forfeit for every Offence 20*l.* : In *Westminster* or *Surry*, the principal Meter is to forfeit 100*l.* and the labouring or deputy Meter 20*l.* In *Surry* both Parties ; in *Westminster* only the labouring Meters, are to be dismissed from their Office.

To prevent Confederacy the stations of the labouring Meters are to be frequently varied.

All Coals sold as and for Wharf-Measure, at any Wharf, Warehouse or Places within the limits of the respective Acts, shall be measured in the presence of one labouring Coal-Meter ; who is empowered to fill

any Bushel, appearing deficient, out of the Seller's stock.

*Four-pence* per Chaldron is to be paid by the Keeper of the Wharf, Warehouse, &c. from which the Coals are carted, or by the Seller, to the principal Coal Meter, to be applied by him in defraying the expences of his Office, and hiring the labouring Meters; on payment of this Metage Duty, the Seller or Carman, who carts away the Coals, is to receive a ticket (signed by the principal Meter, and countersigned by the labouring Coal-Meter attending) containing the names of the Seller and Consumer, the quantity, the date, the metage charge, and the Carman's name, with a notice to the Purchaser, that if he is dissatisfied with the measure, he must tell the Carman so, before any part of the Coals are unladen.

use of any Sack, for the carrying Coals within the limits of the respective Acts, less than four feet in length and two in breadth, he shall forfeit for every such Offence, 5*l*. A penalty of 40*s*. is imposed on labouring Meters using or permitting Sacks of less dimensions.

The Sacks, at the time of their being made, and marked, and sealed, by the proper Officer, are to be four feet four inches long, and two feet two inches wide.

If any Wharfinger or Dealer in Coals, shall directly or indirectly give to any labouring Coal-Meter, any Reward or Gratuity, besides the four-pence *per* Chaldron allowed, he shall forfeit for every such Offence, in *London*, 20*l*.—in *Westminster* and *Surry*, 50*l*.

If any labouring Meter shall deliver a false Ticket to any Consumer, Carman, or other person, with intent to defraud ; or shall receive from any Dealer in Coals, any Gratuity, &c. besides the four-pence *per* Chaldron ; or shall wilfully make or suffer any false measure of Coals, or deliver any Ticket for Coals not measured in his presence, he shall be rendered incapable of serving ever after in his Office : and *the principal Coal-Meter* (in *London* and *Westminster*) shall pay a fine of 40*s*.—in *Surry* the fine is imposed in the first instance on the Labourer ; and if not paid within one month is then to be paid by the principal Meter.

If



If any labouring Meter shall suffer any Coals, sold for Wharf measure (exceeding seventeen Bushels) to be sent from any Wharf or Warehouse within the limits of the respective Acts, without being duly measured in manner directed, and shall not give information thereof at the principal Land Coal-Meter's Office, within two days after the Coals shall be so sent, he shall forfeit 5*l.* and be disabled.

Any person dissatisfied with the measure of any Coals, may, on delivery to him of the Meter's Ticket, signify his desire to have the same remeasured; on which the Carman is to stay with his Cart and the Coals (at the rate of 2*s.* 6*d.* per hour) till they are remeasured under penalty of 5*l.* on the Master of the Cart, and 20*s.* on the Carman. The Purchaser is then immediately to send notice to the Seller, that

pence per Chaldron. If the Coals prove deficient in Measure, the Seller shall forfeit 5*l.* for every Bushel deficient, and also, forfeit the Coals to the Poor. The labouring Meter under whose inspection the Coals were measured at the Wharf, shall also forfeit 5*l.* per Bushel deficient; to be recovered (if not paid in five days) of the principal Coal-Meter; and the Coal-Porters, 2*s.* 6*d.* per Bushel deficient.

Drivers of Carts or other persons belonging thereto, taking or suffering to be taken or delivered out of their Cart, Coals under their care, otherwise than to the Owner or Purchaser, shall forfeit 40*s.* or on non-payment be committed to Gaol, for not less than one month nor more than three, unless the forfeiture is sooner paid.

The Author has done his utmost endeavour to state as accurately as possible, all the minute variations in these Statutes; but, it is surely to be wished, that this, as well as every System of Legislation, should be uniform in its operation; the uncertainty and variety of the Penalties, for Offences in their nature perfectly similar, tending only to produce confusion and vexation. The different periods at which these Acts are liable to expire, may also cause some perplexity; which has in fact already taken place, in one instance.\*

THIRDLY.

* The Profits to the City on the Coal (and Corn) Meters' <i>£.</i>	
Places has been stated at per Ann. . . . .	9,000
Groundage of Colliers, and Balliage of Coals . . . .	850
	<hr/>
Carried over	<i>£.</i> 9,850
	Here

**THIRDLY. Suggestions as to the Duty of Coal-Heavers.**

The oppressions and impositions suffered by the Coal-Heavers, particularly from the circumstances of the Undertakers being chiefly Publicans, have already been stated (p. 144—146.) The Reader will no doubt join with the Author in regretting, that the salutary Act of 10 Geo. III. cap. 53, made to restrain this very evil should have been suffered to expire; having been originally enacted only for three years, and never since renewed. The provisions of that Act are here shortly stated as a guide to any who may hereafter be inclined to render a service to that very laborious and industrious class of men, by calling the attention of the Legislature to the subject.

“ Every Coal-Undertaker, before he shall undertake to procure Coal-Heavers to unlade any Ship laden with Coals, shall take an Oath before the Lord Mayor, or one of the Aldermen of London, to observe the directions of the Act, on pain of forfeiting for every Ship, for the discharge of which he shall so undertake, 5*l*.

“ No such Coal-Undertaker shall be a Victualler or directly or indirectly concerned to receive any part of the profits of such Trade, or in any other manner in the selling eatables, *or spirits, or drink of any kind, or tobacco*, on pain of being rendered incapable, and to forfeit 5*l*.

“ If after conviction in any of the above Cases, any Coal-Undertaker, shall again undertake to procure Coal-Heavers to unlade Coal-Ships, he shall, for every Ship he shall so undertake, forfeit 5*l*.

“ Persons discharging Coal-Ships shall be allowed 1*s*. 6*d*. per Score, and so in proportion; and if any Captain, Owner, &c. having the care of any Ship, shall pay to any Coal-Heaver any greater Wages than as aforesaid, or Gratuity in lieu of Wages (except such price shall have been previously altered by the Lord Mayor and Aldermen, which they are empowered to do,) he shall forfeit for each Offence, 10*s*.

“ After any Ship, &c. shall be unladed, the Master, &c. is to pay to *the Foreman of the Gang*, the money due for unlading, and such Foreman shall pay to each man his share; and if the money shall not  
be

leanness or inattention, on the part of those who perform the labour, you'll Report their Names to your Surveyor, for the information of the Committee of West India Merchants, and the Magistrates.

Lastly, As the Superintending Surveyor of the Quays is directed to make regular Reports of the good or bad conduct of all Persons employed as Guards upon the Quays in the service of this Institution; you are to understand that every person who conducts himself meritoriously, will receive protection and encouragement, and will always have a preference. The good services of such men will be registered by the Magistrates, while those who are found to be inactive, careless, and inattentive in the execution of these instructions, will be discharged to make room for others who are more deserving.

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*INSTRUCTIONS to Watermen in the Service of the Marine Police Institution, having Deputations under the Authority of the Act of 2 Geo. III. Cap. 28.*

HAVING taken a Solemn Oath to be faithful to the Trust reposed in you as a Waterman under the controul of the Magistrates of this Institution, and subject to be dismissed on any Act of Misbehaviour; it is expected that you will keep yourself at all times sober; and that you will be regular in your attendance upon your duty, as hereafter explained.

I. You are to be punctual in your attendance upon your Surveyor at the precise time fixed for your proceeding upon your River Duty; and to have all the Materials of the Boat in proper order; and when your Surveyor visits any Ship, you are to remain alongside, without having any intercourse with the Lumpers or others on board;—you are on no pretence whatever, to desert or absent yourself from your said Duty or pain of immediate dismissal:

ings; and the persons left on board such Merchant-Ships, by their long staying at such Moorings, had great opportunities of running of Goods and embezzling her Majesty's Naval Stores:" For the prevention thereof, it is enacted, That if any Merchant-Ship, or any other Ship or Vessel, not being a Ship of War, or belonging to the Royal Navy, or employed in her Majesty's service, or such Ships as shall come to deliver Stores into her Majesty's Yards, during their delivery thereof, shall stop or fasten to any of the Moorings, or fix themselves to any of the Ships or Hulks, the Captain, Master, Commander, or Person, having the care or command of such Merchant-Ship or Vessel, shall forfeit the sum of *Ten Pounds* for *each and every Tide*, such Merchant-Ship or Vessel shall stay at the said Moorings, unless it appear that such Merchant-Ship or Vessel was necessitated so to do, by want of Tide, stress of Weather, or other unavoidable accidents: The Penalty is recoverable by Action in the Courts at Westminster, and goes half to the Informer, and half to Greenwich Hospital.

If any Commander, or other Officer of any Ship, (except his Majesty's Ships,) shall, while such Ship shall be in the River of *Thames*, between *London Bridge* and *Blackwall*, keep any *Gun* *shotted*, or shall Fire, or permit to be fired any Gun, on board any Ship, before Sun-rising or after Sun-setting, such Commander or Officer, shall, for every such  
Gun

Gun so kept shotted, forfeit 5*s.* and for every Gun so fired, 10*s.* And if any Commander, or other Officer of any Ship, or any other person on board, shall, while such Ship shall be in the River between *London Bridge* and *Blackwall*, heat or melt, or permit to be heated or melted on board such Ship, any *Powder*, *Tar*, *Rosin*, *Grease*, *Tallow*, *Oil*, or other Combustible Matter whatsoever, the Offender shall forfeit *ac.*—5 Geo. II. cap. 20. § 4.

No Master, &c. of any Ship, &c. lying in the *Thames* outward-bound, shall receive on board such Ship, except for the King's service, more than 25*lb.* of Powder, before the arrival of the Ship, at, or below *Blackwall*.—And the Master of every Ship, &c. coming into the *Thames*, shall put on shore all the Gunpowder on board such Ship, &c. except

for Gunpowder, (who need not under this Act be *Elder Brethren*,) the Penalties are given half to the King, and half to the Informer, and are recoverable before any two Justices.

Under the Wet-Dock Act, 39 Geo. III. cap. lxxix. the following very useful Provisions are made on this subject.

All such Vessels as shall have on board any Gunpowder, exceeding the quantity of *one Pound*, shall, before they enter any of the Docks, Basons, or Cuts, land all their Gunpowder, and unlade and clear their Guns; and no Tar, Pitch, Rosin, Hemp, Flax, Faggots, Furze, Turpentine, Oil, Hay, Straw, Tallow, Grease, Shavings of Wood, or Combustible Matter of any kind, shall be suffered to be, or remain on the Quays or Wharfs, in or near the said Docks, or any part thereof, or upon the Deck of any Ship or other Vessel in the said Docks, Basons, or Cuts, above the space of twelve hours, under Penalty, on the Owner of such Goods, &c. or the Commander, Master, or Mate of the Vessel, making default therein, not exceeding 10*l.* nor less than 5*l.*

§ 102.

For more effectually preventing Accidents by Fire in the said Docks and Dock Premises, no person shall have or keep any Fire, Candle, or Lamp, lighted within any of the said Docks, Basons, Cuts, and the Quays, Wharfs, Warehouses, and Works, belonging thereto, at any time whatsoever, (except only necessary Lamps by the sides of Ways without



the Dock Walls, and such Fires, or lighted Candles, or Lamps, as shall be necessary to be used in the Making, Building, Finishing, Repairing, Altering, or Improving of the Docks, Basons, Cuts, Quays, Wharfs, Warehouses, and other Works, or any of them.) under forfeiture for every Offence, not exceeding 10*l*. nor less than 5*l*. § 103.

V. *Penalties incurable under the WET-DOCK ACT, 1790 Ch. III. cap. lxix. not hitherto noticed.*

These may be classed under the following heads, for the more easy reference to them.

First. The Mooring of Vessels: paying Duties, &c. and the Powers of the Harbour-Masters and Dock-Masters.

therefrom such Vessel whenever required by the Harbour-Masters, or Dock-Masters, or their Assistants, by an order in writing, left on board the Vessel, within twelve hours after each notice, under the penalty of a sum not exceeding 10*l.* nor less than 5*l.* for every twenty-four hours such ship shall remain after the time limited by such notice. § 94.

No Vessel shall land or ship her Cargo, or any part thereof, by the sides, or upon, or along the Banks of any of the said Docks, Basons, or Cuts, except at such Quays, Wharfs, and Landing-places, as shall be made and assigned for the purpose, on pain of forfeiting for every Offence not exceeding 100*l.* as also, all such Goods so landed or shipped, as shall be liable to the payment of Customs, &c. which Goods may be seized accordingly, by any Custom-house or Excise Officer. § 98.

On any dispute respecting the Tonnage of any Vessel liable to pay the Dock Duties, the Collector, &c. may stop the Ship, and Measure and Gauge the same : And if any Ship-Master or other person shall obstruct or hinder the Collector, &c. from Weighing, Measuring, or Gauging such Ship or Vessel, he shall forfeit not exceeding 10*l.* above the said Rates. § 143.

No Collector of the Customs in the Port of *London*, shall, on any pretence whatever, permit any Vessel, liable to pay the Dock Duties, to be entered inwards from Foreign parts, or Coastwise, or to be cleared outwards, until the Master, &c.

shall have paid the said Dock Duties, and produced to the said Collector a certificate of payment of the Dock Duties Inwards, under the hand of the person appointed to collect the said Duties: on clearing outwards the payment of the Dock Duties is to be ascertained by the signature of the Receiver to the Manifest, Cosket, Suffiance, or other Document, which must necessarily be produced to the Collector of the Customs at the time of clearing out; which Certificates and Signatures, the Receivers of the Dock Duties are required to sign, and give without Fee or Reward, under forfeiture of 20*l.* to be recovered with the Costs of Suit, in any Court of Record. § 111.

If any Harbour-Master, Dock-Master, Lock-Keeper, Wharfinger, or other Officer, shall give

Vessel, Navigating, Lading or Unlading upon the River *Thames*, within the Port, or upon the Canal, or any of the Docks or Works, shall be placed or suffered to remain, so as unnecessarily to obstruct the Navigation thereof, the Master, &c. shall immediately upon request made remove the same, under a Penalty not exceeding 10*l.* and also, not exceeding 5*l.* for every hour of such obstruction after such requisition: And the Harbour-Master, Dock-Master, or other proper Officer, is empowered to cause any such Vessel, to be removed in such manner, and to such places as shall be proper for preventing such obstruction, or to be Unladen, if necessary, and to seize or distrain such Vessel, and the Lading or any part thereof, until the charges occasioned by such removal be paid. § 97.

All Laden Vessels going into any of the said Docks, Basins, or Cuts, shall Unlade and Discharge their Cargoes as soon as conveniently may be after entering therein; and shall then, without loss of time, be removed into such part of the said Docks as shall be set apart for Light Vessels: And the Dock-Masters are authorised to order and cause to be removed all such Light Ships, or Vessels, as are unfit for service, or not intended to be laden or fitted out for the *West-Indies*; and in order that the Dock-Masters may have knowledge of Ships so circumstanced, the Master or Owner of every Ship, shall, within six weeks after She shall have entered any of the said Docks, give notice to the Directors, that

Goods are landed, a *Marine Police-Office* has been established to which are attached above Six Hundred Lumpers for working out Ships, and also Two Hundred Constables, armed with the authority of the Law to act as Guards and Watchmen on board of each Ship under discharge, together with a proper number of Boats commanded by Police-Surveyors and navigated by Officers of Justice, with power to search, seize, and apprehend all persons whatsoever suspected of taking, or having in their possession, Sugar, Rum, Coffee, Cotton, Ginger, Pimento, Indigo, or any article whatsoever, composing the Cargo, Stores, or Materials, of any Ship or Vessel in the River Thames, and bring all Offenders to Justice without respect of persons.

It is therefore hoped that this early caution will prevent any description of persons either working or acting in any capacity on-board of Ships under discharge—and all persons who come from making tea even with the smallest quantity of Sugar or other articles, &c. in case of detection, (which will be certain,) nothing can prevent the ignominy of a Prosecution for Felony, and the ultimate punishment in case of conviction.

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## No. VIII.

*Summary view of a Bill for the more effectual prevention of depredations on the River Thames.*

### EXPLANATORY INTRODUCTION.

THE Bumbat Act, 2 Geo. III. cap. 28, was passed in 1762:—Nothing was done under it for about fourteen years. The present temporary Marine Police Office had no other special ground for its proceedings than that act, which, though conducive to its object as far as it goes, has been shewn by a twelvemonth's experience to be far indeed from adequate.

What

or person having the care of the Ship, not exceeding 10*l.* nor less than 5*l.* § 95.

If any Draw-bridge or Swivel-bridge, shall be laid across the said Canal, or any Cut, &c. every person opening such Bridge, shall, as soon as may be, shut and fasten the same; and no person shall wilfully open any such Bridge when no Vessel is to pass the same, so as to interrupt a free passage for Travellers, Cattle, or Carriages, under a penalty not exceeding 40*s.* and if any such Bridge shall be left open longer than necessary for the passage of any Vessel, through the negligence or carelessness of any person belonging to such Vessel, then the Master, or Owner, shall forfeit for every such offence, not exceeding 5*l.* but in case the same shall happen by the neglect or default of any Officer or Servant of the City, or of the Dock Company, such Officer or Servant shall forfeit not exceeding 40*s.* § 96.

If any person shall float, or place any Timber upon the said Canal, Docks, Basons, Cuts, or Wharfs, otherwise than as allowed by the City, or the Dock Company respectively, and on payment of such Rates as may be agreed upon, or shall suffer the lading of any Vessel, navigating in any of the said Works, to be over the side thereof, and shall not immediately, when required, remove such obstruction; or if any person shall wantonly, carelessly, or negligently open, any Lock-Gate Paddles, belonging to any Lock, to be erected on the said Works,

Works, or wantonly and mischievously, flush, or drive any Water into the said Canals, Docks, &c. or against any Vessel, to strike or run upon any of the said Works thereof, every person so offending shall be liable to a fine not exceeding 5*l*. § 97.

It shall be lawful for any Master, Steward, or Servant, belonging to any Vessel, or any person whatsoever, to throw or put any Ballast, Earth, Ashes, Stones, &c. into, or upon any of the Works, to the hurt thereof, or into the River *Thames*, or any place between *London-bridge* and the Mouth of the River *Thames*, or do any other annoyance to the said Works, or any part thereof, on complaint upon Oath by any Harbour-Master, &c. or other person, the same shall be examined into by any one Justice for the County, or place wherein such

communicating therewith, without the licence of the City or the Dock Company, and making such compensation as may be mutually agreed upon: The City and Company are empowered, to cut off such communications of Water on every such Trespass; and every person trespassing, shall, for every such offence, forfeit not exceeding 50*l.* § 100.

*THIRDLY. Respecting Injuries to the Docks and Works.*

The Corporation of London are authorised and empowered to bring Actions, and to prefer Bills of Indictment against any persons who shall Cut, Damage, or Injure, any of the Works to be erected or repaired by the City; or who shall injure or destroy the same whilst doing, or impede the doing thereof, or shall steal, or purloin any Stores, Lead, Iron, Wood, Bricks, or other Materials, or any of the Machines, Engines, or Utensils, used therein; or who shall wilfully do or suffer, or consent to any thing whereby damage may accrue to the Houses, Erections, and Buildings to be purchased, or to be made or erected by virtue of this Act. § 30.

Any person who shall wilfully and maliciously set on fire any of the Works, or any Vessel in the said Canal, or in any of the Docks, Basons, Cuts, or other Works, shall be judged guilty of Felony, without Benefit of Clergy; and whoever shall wilfully, or maliciously, break down, demolish, cut, or destroy any of the Works, or any Ship or Vessel lying in the said Canal, or in any of the said Docks,  
or



or Works, shall be punished by Fine, Imprisonment, or Transportation, at the discretion of the Judge before whom such Offender shall be convicted. § 104.

Any person who shall wilfully or maliciously cut, break, or in any manner destroy, any Rope, &c. by which any Vessel lying in the said Canal, Docks, Basins, or Cuts, or in any place in the River *Thames*, between *Lea's Bridge* and the mouth of the River *Lea*, shall be moored or fastened, shall forfeit not exceeding 10*l*. But this shall not restrain the Harbour-Masters and Dock-Masters, or their Assistants, from exercising any of their Powers or Authorities in a due and reasonable manner. § 105.

If any person shall steal, damage, break, demolish, or throw down any Lamp, Lamp-Iron or Post, set up near unto and about the said Canal, Docks, Ba-

The Master or Owner of any Vessel, or of any Raft or Float of Timber, is made answerable for damage or mischief, done by such Vessel, Raft, or Float, or any of the Watermen belonging to the same, to the Canal, Docks, or Works; or to any of the Sluices, &c. or by lading or unlading any Vessel; and for any Trespass or Damage done to the Owners or Occupiers of any Buildings, Wears, or Lands, adjoining the said Canal, &c. by leaving open Gates or otherwise, or by any other Trespass whatsoever; such Damages to be recovered of the Owner, &c. in any Court of Record, with full Costs of Suit; and the Servants shall be liable to repay such Damages, &c. to their Master or Employer. § 107.

Penalties under this Act (except where otherwise specifically directed) are recoverable before one Justice of Peace, and may be mitigated to one half.—An Appeal is given to the Quarter Sessions.—Penalties may be levied by Distress and Sale, and on default of sufficient Distress, the Offender may be imprisoned six months.

Thus we see from the multitude of new Offences, which have been recently created, how necessary it will be to have a vigilant Police to carry these Laws into effect, without which (as has been heretofore the case) many excellent provisions would become a *Dead Letter*, and Abuses would multiply in proportion as Trade, Commerce, and Improvements, are extended.

VI. *Of Statutes, regulating the Navigation of the  
Thames, Westward of London.*

The first Statute applicable to this part of the subject, appears to have been passed in the year 1605, (3 Jac. I. cap. 20.) and which was entitled “An Act for clearing the Passage by Water from *London* to and beyond the City of *Oxford*.” In the preamble to this Statute it is stated, That the River Thames was then navigable from London till within a few miles of Oxford, and that by removing some few obstructions, it might be made navigable not only to Oxford, but to certain parts of that County, and the Counties of *Berkshire*, *Wiltshire*, and *Gloucestershire*, “which would redound to the great commodity,

This Act is entitled “An Act for making the River Thames navigable for Barges, Boats, and Lighters, from the Village of Bercot in the County of Oxon, unto the University and City of Oxon.”—It recites, That the effecting this Navigation would be very convenient for conveying the stone from *Bullington Quarry* to *London*, for supplying Oxford with Coals and Fuel, and for preserving the Highways; Eight Commissioners are, therefore, appointed to conduct this part of the Navigation, and to raise the sum necessary for a Tax on the City and University of Oxford; A special provision is inserted in the Act, that the course and channel of the Thames shall not be diverted, and Licence is given to Bargemen, &c. as the passage from Bercot to Oxford is against the stream, to hale their Barges by Winches, Ropes, and Engines, worked by men and horses on the banks of the River.

The powers of the Commissioners under this Act are by § 22 of 28 Geo. III. cap. 51. transferred to the Commissioners for the Navigation of the *Thames* and *Isis* appointed under 11 Geo. III. cap. 45. stated at length in the subsequent pages.

In the year 1695, an Act was passed (6 and 7 William III. cap. 16,) “to prevent exactions of the Occupiers of Locks, and Wears upon the River of Thames, Westward, and for ascertaining the Rates of Water-carriage upon the said River.” The preamble to this Act recites, “That the Rivers of *Thames* and *Isis*, had time out of mind been naviga-

ble from London to *Bercot* in *Oxfordshire*, and from thence for some years past, somewhat further than *Lechlade* in *Gloucestershire*, and that for the convenience of the Navigation, there had been several Locks, Flood-Gates, &c. on the said Rivers, the Tenants and Occupiers of which, were entitled to take a reasonable price for all Vessels using the same, for their assistance in their passage; but that of late years they had raised their prices so high, that the price of Water-carriage had also been much raised, and that several abuses had been committed by the Bargemen on the Rivers :"

The Justices of Peace of the Counties of *Wills*, *Gloucester*, *Oxford*, *Berks*, and *Bucks*, were, by the Act, appointed Commissioners, to make orders for ascertaining the prices to be paid by Boats for the use of

by this Act all persons rated to the Land-Tax, for 100*l.* a year in the Counties of *Middlesex, Surry, Berks, Bucks, Oxford, Gloucester, and Wilts*, with the Vice Chancellor and Heads of Colleges, in Oxford, and the Mayors of Corporation and Borough-towns lying on the said Rivers, were made Commissioners for carrying the Act into execution; and divers powers were conferred on them for that purpose; but almost all of which were virtually annulled or suspended by a subsequent Act in the year 1771.

One provision in this Act appears, however, to be still in force, and to which it may be doing the Public service, to draw the attention of Magistrates.

“ Any Bargeman, Boatman, or other person, being part of the Crew of any Barge, &c. stealing, selling, consuming, adulterating, or embezzling any Cyder, &c. Coals, Wheat, or other Goods, part of the Freight of such Barge, &c. shall forfeit 40*s.* And in default of immediate payment thereof be committed to the House of Correction, not exceeding two months, by any one Justice, for the County whercin, or adjoining to the place where the Offence is committed, 24 Geo. II. cap. 8. § 15.”

The subsequent Acts are to be considered under the two following Heads :

*First*, As they respect the Jurisdiction, West of the City Boundary at Staines'-Bridge.

*Secondly*, As they respect the Conservatorial Jurisdiction of the City of London.

First: In the year 1771, an Act was passed 11 Geo. II. cap. 45, under which (as explained by the Statutes 15 Geo. III. cap. 11.; 28 Geo. III. cap. 51.; and 3 Geo. III. cap. 106.) the Navigation Westward of the City Boundary, near Staines'-Bridges, is now regulated.

By this Act 11 Geo. III. cap. 45. the Navigation of the River Thames and Isis, from *London* to *Crick-Land* in *Wiltshire*, was divided into six Districts, viz:

1st. District between *London* and the City-stone above *St. Dunstons Bridge*.

2d. District between the City-Stone and *Boulter's Lock*.

3d. District between *Boulter's Lock* and *Maple-Ducherry*.

diately follow that of the Act 11 Geo. III. cap. 45. and its explanatory Acts; of which the following are the most interesting particulars.

The Act 11 Geo. III. cap. 45. sets out with reciting, that the Commissioners under the former Act, 24 Geo. II. cap. 8. for want of proper powers, had not been able to prevent frequent abuses and exactions by the Owners of Towing-paths, Locks, Flood-Gates, &c. and by the Barge-Masters and their Servants; by reason of which, the price of Water-carriage was much raised, and the Navigation greatly damaged;—And that the expence necessary to make Turnpikes, Embankments, Towing-paths, and Bridges, over small Streams, emptying themselves into the Rivers, in order to complete the Navigation would amount to a large sum of money :

For completing the Navigation, and preventing Abuses in future, Commissioners were appointed—who now (by 35 Geo. III. cap. 106.) must consist of the following description of persons, viz :

The members of Parliament for the Counties of *Wilts, Gloucester, Oxford, Berks, and Bucks*, and all Cities and Towns therein; for the University of *Oxford*, for the Counties of *Middlesex* and *Surry*, and for *London, Westminster, and Southwark* :—The Lord Mayor and Aldermen of *London* ;—The Vice Chancellor, and Heads of the Colleges of *Oxford* ;—Dean and Canons of *Christ-Church*, and of *Windsor* ;—Provost and Fellows of *Eton* :—The Rectors and Incumbents of the Parishes bordering on the *Thames* and



*Isis*, on both sides, from *Staines* to *Cricklade* ;—The Mayors and Recorders of *Oxford*, *Abingdon*, *Wallingford*, *Reading*, *Henley*, *Maidenhead* and *Windsor* ;—The senior Bridge-Warden of *Great Marlow* ;—The Clerk of the Board of Works at *Windsor Castle* ;—Every person seized in his own right, or in right of his Wife, of Freehold or Copyhold Lands, &c. of 100*l.* a year, in the five Counties above-named, or being Heir apparent to 200*l.* a year ;—Every person, residing in either of the said Counties, having, or being Heir apparent to, Freehold and Copyhold Land, elsewhere in Great Britain to that amount, or possessed of a personal Estate of 3000*l.*—or finally, being a Holder of Loans on the Navigation, to the amount of 500*l.* Acting without being qualified, incurs a penalty of 200*l.*

missioners are enabled to purchase Houses or Lands, for making Towing-paths, Banks, Roads, Bridges, Ferries, &c. to purchase and make Wharfs, Locks, Flood-Gates, &c. to make pound Locks, or Turn-pikes, to settle the Rates to be taken from all Barges, for the use of the Towing-paths, &c. either by men or horses, or for passing through, or using pound Locks, Wears, Ferries, &c. to distrain for Tolls, and to let them ; to make Orders and Regulations as to the size and draught of Barges ; to settle proper gages in the sides thereof, and how deep they shall lade, so as not to draw more than their proper depth of water, not exceeding three feet ten inches in any case ; as also to make all other necessary Rates, Rules, and Regulations, concerning the Navigation, the use of the Towing-Paths, the management of Flood-Gates, the opening and shutting thereof, and the making satisfaction to Millers and Land-Owners, &c. for damages occasioned by their neglect, and as to the behaviour of Bargemen, &c. so as to remedy all Abuses whatever, committed in the Navigation ; but not to divert the course of the River.

The price of Lockage is not to exceed *four-pence* per Ton per Lock, and is to be fixed up at each Lock : as the price of towing is to be, at the beginning and end of each Fare. The Commissioners are empowered to oblige persons to keep their Locks, Wears, Ditches, and Drains, in repair ; and, on non-compliance, the Commissioners may repair the same, and levy the expence by Distress and Sale on the

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Owner.

Owner. They are to fix Water-marks on each Lock or Wear, below or above which, no Owner thereof shall let the Water fall or rise, unless for the purpose of repairing of the Locks or Mills, or for fishing at proper seasons: A Penalty of 50*l.* is imposed on all persons acting contrary to the above directions, by § 9 of 11 Geo. III. cap. 45.

By § 4 of 15 Geo. III. cap. 12. a Penalty of 10*l.* is imposed on the Tenants or persons intrusted with the opening and shutting of old Locks, Flood-gates, &c. who shall neglect to open the same, whenever the Water is above the High-water Mark, and to keep them open, until the Water is sunk below such Mark.

For the purpose of fixing these Water-marks, and keeping the Locks in repair, the Commissioners are

The Commissioners are directed to keep up a proper head of Water, for working Mills, &c. adjoining to Locks, &c. and in case of deficiency, in so doing, or in repairing the Locks, &c. the Owner may apply to two Justices, to view the Locks, &c. out of repair, who shall certify what repairs are necessary, to the Commissioners; and on their not repairing, the Owner may repair, and recover the amount from the Commissioners, or receive the Tolls at the Lock, till he is reimbursed. 11 Geo. III. cap. 45. § 11.

The Commissioners are empowered from time to time, to fix the Rates of Carriage of all Goods, in Barges, and the Fares for the use of Horses, from one place to another on the said Rivers; such Rates to be stuck up at the Locks, and at Market-places, Church-doors, &c. and published in the Newspapers: a Penalty of 20*l.* is imposed on Proprietors of Barges, taking more than their Fares so fixed, after twenty days from the publication thereof; and 50*l.* on any person acting contrary to any Rules or Orders, made by the Commissioners. 11 Geo. III. cap. 45. § 14.

Great Nuisances and Damages having happened on the said Navigation, to light-laden Vessels, by Timber and deep-laden Vessels, lying across or aground in the Rivers, and by Stones, Dung, and other Nuisances, lying on the Towing-paths, and obstructing the passage of such light-laden Vessels, any one Commissioner, on his own view, or on complaint may (by warrant under his hand and seal) order the Proprietor of such Timber, &c. and the Owners  
and

and Navigators of such deep-laden Barges, to remove such Obstructions, by carrying away the Timber, &c. or lightening the Vessels, so as to suffer the light-laden Vessels to pass; and on non-compliance, may levy on the Offender's Goods, or on the Tackle of the Barge, such Penalty, not exceeding 10*l.* nor less than 40*s.* as he shall think adequate to the Damage suffered by the Owner of such light-laden Vessel. 11 Geo. III. cap. 45. § 22.

No person whatever shall anchor or moor, or lie within any Barge, Boat, or Vessel, in any part of *Taplow Mill Stream*, between the Lock in the said Stream, and *Clemash Meadows*, under Penalty of 5*l.* on the Owner or person having the conduct of such Barge. 14 Geo. III. cap. 91. § 20.

All Wharfinizers on the Banks of the Rivers are

Barges laden with Manure are exempted from Tolls; and a Penalty not exceeding 10*l*. is imposed on persons claiming any exemption not being entitled thereto. 28 Geo. III. cap. 51. § 9, 10.

By § 11 of the same Act, (28 Geo. III.) persons passing, or attempting to pass, any Locks without paying Tolls, shall forfeit 10*l*. over and above the Tolls; and may be apprehended and taken before a Justice, who may levy the Penalties by Distress on the Tackle of the Vessel, or commit the Offender to the House of Correction for three months.

By § 13 of that Act, every Vessel laden with Goods, is to have full *two inches of clear board* in the shallowest part of her Gunwale, *above the surface of the Water*; under Penalty of 20*l*. on the Owner or Person navigating the Barge.

By § 15 of that Act, every Barge drawing more than three feet ten inches Water, or more than shall be from time to time allowed by the Commissioners, or not having two inches clear board, in the shallowest part of her Gunwale, above the surface of the Water, shall pay *double Tolls*, and may be removed out of the navigable Channel, until lightened and reduced to its proper draft of Water.

The thirty-second Section of the Act, 35 Geo. III. cap. 106. deserves particular attention. It recites; That “the Navigation of the Rivers *Thames* and *Isis*, had long been a very useful Channel of Conveyance for cumbrous and heavy Goods, between several inland Counties; that the Commerce of the said River

River had of late increased, and was still increasing, by means of several Canals which communicate with the Rivers Thames and Isis, between Cricklade and the Port of London, so that it is become essentially necessary for these purposes, and to accommodate the general Commerce of the Kingdom, that the Navigation of the said Rivers should be rendered safe, easy, certain, at as little expence as possible; and that the several persons interested by residence or mercantile Undertakings, as well as the Public at large, should be thoroughly informed, from time to time, of the measures taken, and the sums expended, for the preservation and improvement of the said Navigation:"

The Commissioners are therefore required to make out, annually, an account up to the 31st of December,

Justice for the County where the Offence is committed, or before any three Commissioners at a District Meeting; and be levied by Distress and Sale; with an appeal to the General Meetings, or to the Quarter Sessions.

By § 35 of the Act 35 Geo. III. cap. 106, Jurisdiction is given to the Justices of the Peace, residing and acting for the Counties adjoining the Rivers, to take cognizance of any Complaint respecting any Offence committed on the said Rivers, or any part thereof; and by the Warrant of any such Justice, the Offender shall be apprehended, *if found on the said Rivers or any part thereof*, and taken before such Justice; who may examine into and determine on the said Offence, and order the same to be punished, as if the Offence had been committed, and the Offender apprehended, within the County for which the Justice is empowered to act.

SECONDLY. *The Jurisdiction of the City of London on this part of the Thames, is next to be considered.*

This is regulated in the first place, by the Act passed in the year 1774, (14 Geo. III. cap. 91.) the Preamble to which recites, the Conservatorial Jurisdiction of the City on the River, (within the limits repeatedly stated in this Work :) It also recites the Act of 11 Geo. III. cap. 45, with the reservations therein mentioned of the City Jurisdiction; and states, that the Commissioners under that Act,  
being



being so restrained from exercising some of their principal authorities within the City District, had not attempted the execution of the Act there :—That the improvement of the Navigation in that District would be of great public utility :—That the City were willing to apply 10,000*l.* if necessary, out of their own Estates, to improve the Navigation, without imposing any Tolls within their Jurisdiction :—That the Powers enjoyed by the City, were not sufficiently effectual for completing the Navigation ; and that it was apprehended that the Powers of the Commissioners under the Act 11 Geo. III. cap. 45, would clash with those necessary to be granted to the City :

So much of the Act 11 Geo. III. cap. 45, is therefore repealed, as gave any jurisdiction to the Com-

Clauses for purchasing and conveying of Lands, are inserted at full length.

The like Powers are given to set the Fares for Carriage of Goods, and the use of Horses within the said District, by the Common-Council, as are given to the Commissioners under the Act 11 Geo. III. cap. 45 ; sanctioned also by a Penalty of 20*l.* on persons taking more than the Fares so set, to be recovered in a summary way before the Lord Mayor, or one Alderman, or one Justice of the Peace for *Middlesex* or *Surry* ; with an appeal to the Quarter Sessions in *London*, *Middlesex*, or *Surry*.

In the year 1777, was passed the Act, (17 Geo. III. cap. 18.) “ for enabling the City of London to purchase the Tolls then payable for navigating on the Thames westward of London Bridge, within the City Liberties ; and for laying a *small Toll* in lieu thereof for the purpose of more effectually completing the said Navigation.”

The Preamble to this Act, recites the foregoing Act 14 Geo. III. cap. 94, and states, that the City had proceeded to carry it into execution. That several necessary and expensive Works had been performed within their Jurisdiction to the improvement of the Navigation, and reducing the expences thereof—that the City had applied *near* 10,000*l.* in this service, out of their own Estates, but found that further Works were still necessary to improve the Navigation, the probable expence of which had been estimated at 8,000*l.* more : besides a considerable

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the Old Tolls,) should think proper ; not exceeding the following ; *viz.*

	<i>per Ton.</i>
For all Barges or Vessels navigated Westward of <i>London Briage to Strand-on-the-Green, or Brentford</i>	$\frac{1}{2}$ d.
To <i>Isleworth</i> or <i>Richmond</i> . . . . .	1d.
To <i>Twickenham</i> or <i>Teddington</i> . . . . .	1½d.
To <i>Kingston</i> or <i>Hampton-Wick</i> . . . . .	2d.
To <i>Ditton</i> , <i>Hampton-Court</i> , <i>Moulsey</i> , or <i>Hampton</i> . . . . .	2½d.
To <i>Sunbury</i> , <i>Walton</i> , <i>Hawford</i> , <i>Shepperton</i> , or <i>Weybridge</i> . . . . .	3d.
To <i>Chertsey</i> or <i>Laleham</i> . . . . .	3½d.
To <i>Staines</i> and upwards . . . . .	4d.

The said Tolls to be collected, according to Regulations to be made by the Corporation ; and in case of denial of payment, to be recoverable by Action, in any Court of Record ; or by seizing and detaining the Vessels till payment ; or, on non-payment within four days, the Vessel to be appraised and sold, as in case of Distress for Rent.

Every Owner of any Barge or Vessel passing on the River Thames, in the said limits, is to paint his name in white Capital Letters, six inches long, on each of the outsides of his Barge, higher than the same shall sink into the water when full laden : and also permit his Barge to be Measured and Gauged, and marked with the number of Tons burthen, at the expence of the City, whenever required ; under Penalty of 40s. to be recovered in a summary way by information on Oath before the Lord Mayor, one Alderman,

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## I

*See* **Coal** *see* **Coal** *see* **Trade**

## W.

**Wages**, inquiry for the accommodation of mer-  
chandise  
The **Wages** of the Quays, for the only  
1000 **Wages** of the Quays

The

since the passing the last Act, in the course of which, it is to be presumed, that the City have had ample opportunity for purchasing the Old Tolls, and paying off any incumbrance caused by such purchase; It is to be lamented, that complaints should exist, of defects in the Navigation of that part of the River Thames, so peculiarly within the Jurisdiction of the Corporation of London.

The annual receipt of these Tolls, calculated at an average of 3*d.* per Ton on 800,000 Tons, will amount to 10,000*l.* It has been loosely stated, (see pages 312, 316,) that the City expend in repairing the avenues to the River, and Public Stairs, and Docks, and cleansing the River, 6,950*l.* To what part of the River this applies, is not very clear; but the following Extracts from a printed Memorial, are deserving the most serious attention of the Corporation and the Public.—With these Extracts, the Author will conclude this part of this subject; he has been induced to enlarge on it more particularly, as it is of the highest importance to the Trade of the Country, and as the Acts abridged and digested in the preceding pages, are not to be found in the general Editions of the Statutes at large, being of a local and confined nature: the insertion of all the Acts of which kind, would swell our Statute-book, perhaps, to nearly twice its present enormous bulk.

The Memorial alluded to, (and which comes from a body of persons deeply concerned and interested in the Free Navigation of the River Thames;

5 through

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# F I N I S.

[Printed by H. Baldwin and Son, New Bridge street, London.]

no notice has been taken of the Complaint, nor any remedy applied."

To show the importance of the Navigation of the Thames it is observed, that "there would be no possibility of diffusing over the interior parts of the Country the immense quantity of Goods brought to the Port of London, by the East and West-India, Baltic, Portugal, and Mediterranean fleets, but by the medium of that River, which is now connected by Canals, with nearly all the navigable streams in the Kingdom. Neither could the produce of the interior and distant parts of the Country, the Timber, Flour, Malt, Hops, Bark, and numerous other articles essential to the Trade, and almost to the existence, of the Metropolis, be brought in quantities sufficient to answer the necessities of its immense population, but by the same medium." This observation is fully justified and confirmed by a clause of the Statute 35 Geo. III. cap. 106. already quoted.\*

"The Goods carried by the Thames and Severn, Oxford, Kennet, Basingstoke, and Godalming Canals or Rivers, cannot be less than 300,000 Tons per annum; and there is reason to believe these form little more than a third part of the Goods that pass up and down the Thames, and if the Navigation of that River were to be put into as safe a state as it is practicable to put it, there is no doubt but that nearly the whole of the Goods now carried by Waggon to the more distant parts of the Kingdom, would be sent

\* See page 487 of this Chapter.



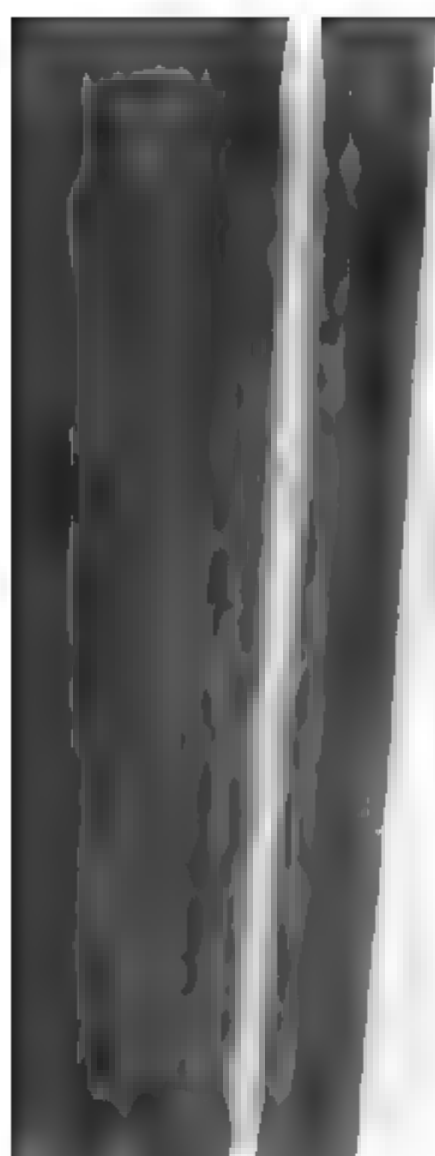


be lost ; many Traders choosing rather to send their Goods by Land, at triple or quadruple the expence, than hazard their being detained on their passage.

“To these important nautical considerations is to be added, the loss occasioned to the Proprietors of the several Canals, many of whom have embarked a considerable part of their fortunes in these Undertakings, and depend upon their success for their future support ; but as the end and object of the Proprietors was to obtain a free and safe communication by Water with London, if that is not obtained, their whole plan becomes abortive, which will not only materially injure, perhaps ruin many individuals, but will operate in preventing others from engaging in similar undertakings, and thus eventually prove injurious to the Public.”

It has been already stated, (page 23,) that the Tonnage below London Bridge, of Goods Imported from Foreign Parts, and brought Coastwise, may be estimated at 1,779,000 Tons. From the foregoing Document it appears, that the Trade of the Upper Thames extends to about 800,000 Tons yearly.—To enable the Reader to form a conception of the astonishing extent of the whole, the following General Estimate has been formed :—

	<i>Tons.</i>
Tonnage of Goods imported	1,779,000
Ditto of Goods exported	971,000
	<hr/> 2,750,000
Tonnage of Goods <i>Inland</i> on the Upper Thames	800,000
	<hr/>
Total	3,550,000



nance of the Navy." The provisions of this Statute are now in general expired ; or by the change in Manners, and the many subsequent positive Regulations, become obsolete : Some Clauses, however, of this Statute deserve notice, in a Treatise of this nature, as being yet actually in force.

By § 27 of this Act (5 Eliz. cap. 5.) the Statute 18 Henry VI. cap. 19. "made against Soldiers retained, which depart from their Captains without licence" is extended "to all and every Mariner and Gunner taking prest or wages to serve the Queen's Majesty, her Heirs or Successors;" such Desertion is by these Acts punished as a Felony : but this Offence is now most usually punished under the *Articles of War*.

The method of ordering Seamen in the Royal Fleet, and keeping up discipline there, is directed by certain express Rules, Articles, and Orders, first enacted by the authority of Parliament soon after the Restoration, but since new-modelled and altered. In the 13th year of King Charles II. an Act passed for the regulating the Government of the Fleet, Statute 13 Charles II. Statute I. cap. 9. which was repealed, by the Statute 22 Geo. II. cap. 33. explained and amended by Statute 19 Geo. III. cap. 17. These two latter Statutes contain not only the *thirty-six* Articles of War, in which almost every possible Offence is explicitly set down, and the punishment thereof annexed, or left to the discretion of a Court-Martial ; but also sundry clauses of express Rules and Orders, for assembling

sembling and holding Courts-Martial, for the trial of the Offences specified therein.

The mode of payment of the Wages of petty Officers, Seamen, and Marines, is ascertained by the Statutes 31 Geo. II. cap. 10.; 3 Geo. III. cap. 16.; 26 Geo. III. cap. 63.; and 32 Geo. III. caps. 33, 34, and 67. : And by the Statute 35 Geo. III. cap. 38. petty Officers, Seamen, and Marines are enabled to allot part of their pay for the maintenance of their Wives, Children, or Mothers. The payment of Prize-Money, and the conduct of Prize Agents is now regulated by several Sections of the Prize-Act, 38 Geo. III. cap. 66. The Rules and Restrictions introduced by these Acts are minute and extensive, and may be found stated, with great accuracy and precision, in STEELE'S *Ship-Master's Assistant*. = 11

The Preamble, which may serve to shew the inconvenience the Mercantile Interest is in general subject to, states " That the Welfare and Riches of this Kingdom greatly depend on the Trade and Navigation thereof, the same being of great use and benefit, and tending very much to enrich the Subjects thereof; upon which great numbers of Artificers and Manufacturers' Livelihoods wholly depend ; and that for several years then last past, the Navigation carried on by the Merchants to parts beyond the Seas, had been under very great difficulties and expences, by the uncertainty they laboured under, by Seamen and Mariners, who shipped themselves on board Merchant Ships, and after they had so done neglected their duty and would not remain on board the Ships or Vessels to discharge their duty ; and very often when Ships and Vessels came to be cleared out, in order to proceed on their respective Voyages, the Seamen refused to proceed with them, without coming to new Agreements for increasing their Wages, and many of them would leave their Ships and Vessels, and not proceed on their Voyages, which put the Owners of such Ships and Vessels to great trouble and charges to get other Sailors or Mariners in their stead, and often was the means to overset the Voyages of such Ships and Vessels, to the great prejudice of the Owners and Freighters of the Goods on board the said Ships and Vessels ; and yet such Seamen and Mariners, after they had committed such Offences and Disorders, would bring Actions

in Ships and Vessels to very great  
pences, to get others in their  
Ships and Vessels home ; and  
men and Mariners insisted  
Wages, notwithstanding their  
all which was a great discouragement  
Navigation :”

To prevent such practices following  
Rules and Regulations &  
Acts above quoted.

Every Seaman shipping himself on board  
Merchant Vessel, on an intended Voyage to  
Sea (or in the Coasting Trade) shall  
sign an Agreement, declaring the nature of his  
Voyage : And the Master, &c. who employs  
any Seaman to Sea (except his own Son or  
such Agreement, shall forfeit 500  
wich Hospital : recoverable by the

Trade within five days,) after the Vessel's being entered at the Custom-house (except a covenant is entered into to the contrary,) or at the time such Seaman shall be discharged, which shall first happen ; (deducting out of their Wages all such Penalties as may be due from them, for breach of the Laws;) on Penalty of paying to such Seaman so unpaid 20s. above his Wages, to be recovered in the same manner as Wages.

If any Seaman shall desert or refuse to proceed on the Voyage, or shall desert in parts beyond the Seas, after having signed such Contract, he shall forfeit all the Wages then due to him : [This is extended to the *West-India Trade*, by 37 Geo. III. cap. 73.]

If after having signed such Contract, any Seaman shall desert or absent himself from such Ship, and upon being apprehended by Warrant of a Justice of Peace, he still shall refuse to proceed on the Voyage, he shall be committed by one Justice to the House of Correction, not exceeding thirty days nor less than fourteen.

If any Seaman shall absent himself from the Vessel to which he belongs, without leave of the Master, &c. he shall for every day's absence forfeit two days' pay ; to be deducted by the Master at the time of his paying the Seaman's Wages.

If any Seaman (not entering into the Service of his Majesty) shall leave the Vessel to which he belongs, before he shall have a discharge in writing from the Master, &c. he shall forfeit one month's pay.

The



The Statute 37 Geo. III. cap. 73. above alluded to was passed "for preventing the desertion of Seamen in the *West-India Trade*." By this Act, Ship-Masters hiring Seamen who have deserted from any other Ship incur a penalty of 100*l*. They are also prohibited from hiring Seamen in the West-Indies at more than double Wages (unless by Licence of the Governor of the Place, &c.) under a like penalty of 100*l*. Every Ship trading to the West-Indies is to have an Apprentice under seventeen years of age, for every 100 Tons burthen; such Apprentice to be enrolled at the Custom-house of the Port from which the Ship clears out, on penalty of 10*l*. Within ten days after his arrival out and home, the Ship-Master is to deliver to the Collector of the Port, a List of the Crew on board, at the time of clearing out from Great

of any Merchant Ship shall pay to any Seaman *beyond the Seas*, any Money or Effects on account of Wages, exceeding one moiety of the Wages due at the time of such payment, till such Ship shall return to Great Britain or Ireland," on penalty of double the Money paid ; to be recovered in the Court of Admiralty, at the suit of any Informer.

*Offences of Mariners against the safety of Ships ; and  
by Rioting, &c.*

By Statute 22 and 23 Charles II. cap. 11. (§ 7, 9, 12,) If any Mariner or inferior Officers of any Merchant-Ship, shall decline or refuse to defend the Ship, or utter Words to discourage others from doing so, every Mariner, &c. so behaving, shall lose all his Wages, and all such Goods as he may have in the Ship, and be imprisoned not more than six months. Every Mariner who shall lay violent hands on his Commander, to hinder him from fighting in defence of his Ship and Goods, shall suffer Death as a Felon.

The burning, destroying, or casting away of any Ship to the prejudice of the Owners, Freighters, or Underwriters, is made a capital Felony by the above Act, and by the Acts 1 Ann. Statute 2. cap. 9 ; 4 Geo. I. cap. 12 : as is also the maliciously burning or setting fire to any Ship, Keel, or other Vessel, by any Seaman, Keelman, Caster, Ship-Carpenter or other person, by 33 Geo. III. cap. 67 ; and the damaging or destroying any Vessel by such Seaman, Keelman,

Keelman, &c. is, by the same Act, punishable with Transportation for not less than seven nor more than fourteen years.

By the same Act 33 Geo. III. cap. 67, If any three or more Seamen, Keelmen, Casters, Ship-Carpenters, or others, riotously assembled, shall unlawfully obstruct the lading or unlading, or the sailing of any Ship, Keel, or Vessel, or forcibly board any Ship for that purpose, the Offenders shall, on conviction at the Quarter Sessions, be imprisoned not less than six months nor more than twelve. The same punishment is inflicted on Seamen, Keelmen, &c. unlawfully obstructing their Fellows from working, or assaulting or committing any violence on them, to prevent or deter them from working. A second Offence in either case subjects the Party to Transportation for

days, or on other occasions relating to the Naval Service ; either by fine, not exceeding 20s. or imprisonment not exceeding one week ; or, for non-payment of the fine, to send the party to the House of Correction for two months. And (where greater example or punishment is needful,) the said Officers and Commissioners may bind Offenders to their good behaviour, and to answer at the next Quarter Sessions, with or without Sureties ; or in default of Sureties, if required, may commit them to Gaol till the next Assizes or Quarter Sessions.

By § 46 of the Prize Act, 33 Geo. III. cap. 66. any Seaman or Mariner [or Officer or other person] who shall break bulk on board, or embezzle any Money, Jewels, Goods, Merchandise, Tackle, Apparel, or Furniture, *belonging to any Prize*, shall forfeit his whole share to Greenwich Hospital, and treble the value of the property embezzled ; with Costs, recoverable by Action in some Court of Record ; two-thirds of the Penalty being given to the Informer, and one-third to Greenwich Hospital.

*Privileges of Mariners ; in Exemptions from being Impressed, &c.*

By § 41 of the Statute 5 Eliz. cap. 5. already alluded to, Mariners and Fishermen shall not be compelled to serve as Soldiers on Land or on Sea otherwise than as Mariners, except under some Captain of a Ship, to do some special exploit, which Mariners have  
been

Jurisdiction, to the intent that  
chuse out, and return such nu  
be contained in the Commis  
Navy.

The right of *Impressing Seamen*  
ductive of dangerous disputes :  
it becomes highly necessary to k  
ted from being thus suddenly ca  
of their Country.

The Statute 2 and 3 Ann. ca  
poor Boys, whose Parents are cha  
may, by Church-Wardens and C  
with consent of two Justices of  
out Apprentices to the Sea-ser  
twenty-one years, they being t  
the time of their placing out  
shall be protected from being in  
three years ; (if they are not )

**Tons, and one more for every hundred Tons above the first hundred, under the Penalty of 10l.; recoverable before two Justices, by Distress and Sale.**

By § 20 of the same Statute 2 and 3 Ann. cap. 6. If any Captain, Lieutenant, or other Officer, shall presume to impress any of the men allowed to be employed in any Ship in the Coal Trade (viz. The Master, Master's Mate, Carpenter, and one able Seaman, for every hundred Tons, not exceeding three hundred) he shall forfeit, for every man so taken, 10l. to be recovered in any Court of Record. It has lately been determined by the Court of King's Bench, that a former Act on this subject (6 and 7 William III. cap. 18.) is no longer in force.

By the Statute 13 Geo. II. cap. 17. "for the increase of Mariners and Seamen to navigate Merchant Ships and other Trading Vessels" after reciting, that it is necessary to give all fitting encouragement to persons to apply themselves to the Sea-service, and the Practice of Navigation, and also to Foreign Mariners and Seamen to engage in the British Service, "It is enacted, that the following persons shall be *exempted from being impressed*, viz.

"Every person being of the age of fifty-five and upwards; and every person not being eighteen years of age; and every Foreigner being a Mariner, Seaman, or Landsman, who shall serve in any Merchant Ship belonging to a Subject of Great Britain."

And "for the encouragement of able-bodied Landsmen, to betake themselves to the Sea-service"

every

every person of what age soever he be, *who shall enter the Sea*, shall be freed, &c. for *Two* years, to be computed from the time of his going to Sea, &c.

So likewise every person, who, not having before used the Sea, shall *bind himself Apprentice* to serve at Sea, shall be exempted from the Impress for *three* years from the time of binding himself; and the Admiralty are directed to grant protections accordingly in all cases, without Fee or Reward.

Harpooners, Linc-Managers, and Boat-Steerers, in the Southern Whale-Fishery, are exempted from being impressed by the Statute 26 Geo. III. cap. 50. § 25. And by 32 Geo. III. cap. 22. § 5. they are allowed, when not employed in the Fishery, to sail in the Coal Trade, on giving Security to the Custom-House. By this latter Act Seamen in the Fishery

being impressed into the King's Service, viz. 1st. Masters of Fishing Vessels, who, either themselves or their Owners, have, or within six months before applying for a Protection, shall have had one or more Apprentices, under sixteen years of age, bound for five years, and employed in the business of Fishing. 2dly. All such Apprentices, not exceeding four, to every Master or Owner of a Fishing-Vessel of 30 Tons burthen, or upwards; and two to every Vessel under 30 Tons, during the time of their Apprenticeship, and till the age of Twenty Years, they continuing for the time in the business of Fishing only. 3dly. One Mariner, besides the Master and Apprentices, to every Fishing Vessel of 10 Tons burthen, or upwards, employed on the Sea-Coast, during his continuance in such service. 4thly. Any Landman entering, and employed on board such Vessel, for two years from his first going to Sea, and to the end of the Voyage then engaged in, if he so long continue in such service.—20/. Penalty recoverable before one Justice, and leviable by Distress and Sale, is imposed on Officers, &c. impressing persons protected under this Act or taking away their Protection from them.

The Legislature has here also taken care to inflict punishments on such as wilfully abscond or conceal themselves:—on these occasions, private Gratification must give way to the Public Service.

By a Statute of the 2d and 3d of Philip and Mary, cap. 16. § 8. Persons using the occupation of rowing betwixt Gravesend and Windsor, withdrawing themselves



Company in order to be se.  
he shall, on conviction befo  
Aldermen, or before two Ju  
the Company, suffer one mo  
be disabled to work on the 7

By Statute 9 Ann. cap. 20  
summoned by the Court of  
man's Company, in order to  
in the Navy, who shall ref  
shall be sent on board the Fle  
fishing on the Thames for tw

All disorderly Men, Serve  
well Men as Boys, who are  
sturdy Beggars (not being F  
and sent into the Navy.—2

Having thus stated the res  
*Watermen*, and *Fishermen*,  
Country requires their Servic  
this place to be

## GREENWICH HOSPITAL.

By Statute 7 and 8 William III. cap. 21, This noble Charity, the Pride of Englishmen, and the Refuge of English Sailors, was founded and endowed.— The first paragraphs of the Preamble to this Act, are too just an eulogium on this admirable Body of Men to be omitted in the present Treatise.

“ Forasmuch (says the Act) as the strength and safety of this and other his Majesty’s Realms and Dominions; do very much depend upon the furnishing and supplying his Majesty’s Royal Navy, with a competent number of Mariners and Seamen, which may be in a readiness at all times for that service ;

“ And whereas the Seamen of this Kingdom have for a long time distinguished themselves throughout the world by their industry and skilfulness in their Employments, and by their courage and constancy manifested in Engagements for the defence and honour of their native Country ; And for an encouragement for them to continue this their ancient reputation; and to invite greater numbers of his Majesty’s Subjects to betake themselves to the Sea, it is fit and reasonable that some competent Provision should be made, that Seamen, who by Age, Wounds, or other Accidents, shall become disabled for future service at Sea, and shall not be in a condition to maintain themselves comfortably, may not fall under Hard-

gating his own Ship, whether employed on the high Sea or Coasts of the same (except Apprentices under eighteen, persons employed on the Coasts in taking Fish brought fresh on Shore, and persons employed in Vessels trading on Rivers only) shall pay the sum of *Sixpence per Month* ; which the Master, Owner, &c. of every Ship is to detain out of the Wages, &c. payable to the Seamen, and to pay the same to the proper Officers, appointed by the Admiralty.

Masters, Commanders, or Owners, of Merchant Vessels, (or Transports employed by Government, 2 Geo. II. cap. 7, § 5.) refusing to appear when summoned before the Collectors and Receivers of the said duty, and answer upon Oath as to the number and times of service of the Seamen, &c. employed in their Vessels, shall forfeit 20l.—On the Commanders or Owners of Privateers so refusing to appear, the Penalty is 50l. all recoverable by Action in any Court of Record.

If the Master of any Ship shall attempt to go to Sea before the Duty for the preceding Voyage is paid :—The Receivers of the Duty may stop the Ship.—10 Ann. cap. 17. § 4.

The Master or Commander of a Privateer, sailing from any Port shall give to the Collector of the Customs, a List of his men ; and on return shall give a copy of the List, with an Account of what is become of those Men wanting, under a Penalty of 50l.

In

In addition to the advantages derived by Seamen in the Navy, through the medium of Greenwich Hospital, there is another Foundation, denominated the *Chest at Chatham*, established by Queen Elizabeth and her Council, but not hitherto regulated by any Act of Parliament: This is supported by the *Run-Money*, i. e. Wages forfeited by Seamen having deserted, and by certain other Forfeitures of unclaimed Wages, &c. the amount of all which is applied to the relief of Seamen in minor cases of distress.

Besides these Institutions so honourable to the Nation, with respect to Mariners serving in the Navy, others have also been established for Nautical People in the Merchants' Service. Among these (as the object relates particularly to the River Thames) may here be mentioned—

entitled to the benefits thereof, so that the Seamen in the Merchants' Service, maimed and disabled in fight, had seldom or never been admitted into the said Hospital, though entitled thereto, and proper objects of Charity : And that there was no Provision at all made by either of the said Acts for such Seamen in the Merchants' Service, or for the Widows or Children of such as should be killed, slain, or drowned in the said Service : That the Seamen in the said Service were willing to allow sixpence per month out of their Wages to be applied to those purposes : That the Seamen in the Merchants' Service had manifested their Courage and Resolution, and deserved all due encouragement : And finally, that the establishing the said Charity, would tend to the honour and good of the Public :"

By the said Act therefore certain persons therein named, and their Successors, are incorporated by the name of the *President and Governors for the Relief and Support of the sick, maimed, and disabled Seamen, and of the Widows and Children of such as shall be killed, slain, or drowned, in the Merchants' Service ;* and enabled to purchase Lands for building an Hospital.\*

Provisions are made for the reception of Seamen disabled in the Merchants' Service, and in certain cases for their Widows and Children : And it is

\* The Office of this Corporation is over the Royal Exchange.

enacted,

their Wages ; to be deducted from the Master or Owner, and paid to the Port pointed by the Governors, for the same Port to which the Ship is bound. The same powers are given to the Port of London, the same duties inflicted (recoverable in any Port in England) on Masters or Owners of Ships. Duty payable to Greenwich Dock Company, and the Merchants-Venturers of Bristol, and the Merchants of Hull are made Trustees for their respective Ports.

While the Legislature has taken care for this useful Class of Men and their Families when they have fallen in the Country :—It is to be lamented that little has been done to shelter them from the heavy Impositions, in their intercourse with the more is necessary, as will be seen in the following *Suggestions &c*

*Suggestions for the Relief of Mariners, against Imposition by Crimps, &c.*

It has been already stated, that the payment of Wages and Prize-money in the Royal Navy is regulated by several Statutes passed for the purpose. It is to be feared, however, that the very useful Restraints imposed by these Statutes are in too many instances eluded, and are in others ineffectual; and as they do not extend to the case of Merchant-Ships and Letters of Marque, many Abuses exist in that Department which call for Legislative Interference. Notwithstanding also the Laws which have passed with respect to the hiring of Mariners in the Merchants' Service, the difficulty of procuring Men, particularly in time of War, is the cause of much imposition and inconvenience. These Evils and their Remedies are the subject of the following

PROPOSITION

*For regulating and controlling Crimps, and Dealers in Seamen's Wages and Prize-money.*

There are two classes of Men, who are at present great Nuisances in the Maritime Affairs of the River Thames. Those in the first Class, consisting of about one hundred individuals, are denominated

CRIMPS.

## CRIMPS.

These men profess to procure Seamen for outward-bound Ships. They frequently lend small sums to thoughtless Mariners, or allow them to run scores at the Alehouses which some of them keep, or get them into their debt for Board and Lodging.

When Seamen are wanted, application is made to these Crimps. In many instances where Ships have lost men, and are upon the point of sailing, they take the advantage of the Captains, who are often strangers, by insisting on an extravagant sum of money being deposited. No other means exist whereby Seamen can be procured.—The time presses.—The Ship is on the point of sailing, and the Ship-Masters have no other alternative but to comply.



the Crimps, being by an Action at Law, the process of which is dilatory and tedious, and where an expence must be incurred in the first instance, to an amount frequently equal to, or more than, the sum advanced; Strangers decline this mode of seeking Justice. The Crimps are aware of this, and continue their Impositions and Frauds with impunity. With a very few exceptions the chief part consists of men of very loose and abandoned characters, and some who pretend to follow this profession have actually been discovered to be Thieves upon the Town, and persons who have been imprisoned on Charges of Felony, and punished for various Offences.

The Evil is of great magnitude; since independent of the money of which Ship-Masters are frequently defrauded, Commerce and Navigation is obstructed in a very considerable degree, by the machinations of such Miscreants.

To remedy these Evils, the following Suggestions are offered:

- 1st. That all persons acting in any instance whatever as Crimps, or who undertake to procure Seamen for Ships in the Merchants' Service, shall be annually licensed by the Magistrates, and shall enter into recognizance with two Sureties for their good behaviour; with power to Magistrates, as in the case of Alehouses, to refuse Licences to men of loose conduct, or of known bad Character.
- 2d. That in all cases where Crimps refuse to return the Money advanced to procure Seamen, whether the same relates to the Premium or the Wages allotted to such Seamen,

Seamen, where they desert before the Articles are signed, it shall be lawful for any Justice having legal Jurisdiction, on the Complaint of the Party aggrieved, to issue a Warrant to bring such Crimps before them, and if they refuse to return the Money, on due proof being offered to the satisfaction of the Magistrate, that the men have absconded clandestinely, it shall be lawful to convict such Crimp in a penalty equal to the sum advanced, and to commit the Offender to prison until paid. — And the said penalty shall be paid over immediately to the Party aggrieved, and be considered as a full compensation of all claims on the said Crimp.

This Licensing System, instead of throwing any obstacle in the way of procuring Seamen, would tend greatly to facilitate it. By narrowing the competition a select class of men would be introduced into this Branch of Marine Police, who would find it their

This Regulation would protect ignorant thoughtless Mariners from the gross impositions practised upon them by not a few of the present criminal herd of *Crimps* and *pretended Crimps*, who at present afflict the Trade of the River Thames.

The Second Class of persons who are found in general to be great Public Nuisances, are those who pretend to be

*Dealers in Seamen's Wages, and Purchasers of Prize-Money.\**

The known improvidence of the general run of Seamen seems to require an additional degree of protection against that Fraud and Pillage, and those gross Abuses, to which their total ignorance of the means of protecting themselves, their peculiar situation, their habits in life, and their thoughtless disposition peculiarly expose them.

Unguarded and unprotected as these careless though useful members of the State, are at present, it is scarcely a matter of wonder, that they should attract the notice, and arrest the attention of these Harpies, who prey upon the Public in a great Metropolis, and who are ever to be found in all the principal Commercial Towns, ready to advance Money on

\* Those who follow the profession of *Crimps* are, almost without exception, Dealers in Seamen's Wages, and Purchasers of Prize-Money.

As the individuals who pro-  
Wages, and to purchase Priz-  
time, are with some few excep-  
Class of Men : It seems high-  
also should be placed unde-  
whereby they may be confined  
their profession, and restrained  
of Fraud and Oppression — F  
humbly proposed :

1st. That all persons who are in any  
rectly concerned in the purcha-  
Prize-money, or who shall,  
benefit and advantage, advance  
Mariners, on receiving a Pow-  
and Power, or other Author-  
either Wages or Prize-money,  
sed by Magistrates, and enter  
two Sureties for their good beh-  
magistrates shall be

is refunded ; nor shall any such Dealer purchase the Wages due to any Seaman, at a greater discount than 10 per cent. or charge any advance on the Cloaths or Necessaries furnished, under a Penalty of double the amount of what has been received, contrary to Law, recoverable before any one Magistrate : With powers to such Justice, on the Complaint of the Party aggrieved, to issue his Warrant, to bring the Offender before him, and to convict him on due proof:

- d. That no person dealing in Prize-money due to Seamen, or undertaking, by virtue of Powers of Attorney, to receive such Prize-money, (other than regular Agents appointed by the Captains, Officers, and Ship's Company) shall be legally entitled to receive either the Wages or Prize-money of Seamen, until the Will and Power granted shall be first registered in the Merchants' Seamen's Office, with the Name, Country, and place of Nativity, and last Abode of the Seamen, and Security given, to render a just and fair account of the Balance due, after allowing the legal Commission for trouble ; which balance shall be placed to the credit of the Seaman to whom it belongs, and shall form a Fund under the management of the Institution for the maintenance of his Family, or his support in Old Age, in such way and manner as the Managers shall judge proper, according to the circumstances of the case ; and in cases where after a certain time and due inquiry, no legal Claimants appear, the Money thus obtained shall be appropriated to the Relief of Seamen in general.

These Regulations will operate powerfully in preventing the enormous Frauds and Abuses which are committed, and by which the worst and the most

They charge them an ex  
them with their Chests and  
for concealment : By enter  
ing Lodging, Liquor, and  
stances bringing Women to  
suddenly in debt. They are  
locked up and in distress, and  
*Power* to the Crimps to re  
Money, and every thing belong  
should die. The Crimps next  
other Ship, for which the Cap  
Guineas Crimpage, and a ce  
paid by the men. When the  
new Voyage, the Crimp receiv  
Money, &c. and makes what  
he pleases. Instances have be  
man has brought home from  
fortnight after he has

It is also the practice of these Miscreants, besides charging 1s. 6d. in the pound for the Money advanced, to furnish Cloaths and other Necessaries, charging, (as has been stated to the Author) in many instances, from 50 to 100 per cent. on the actual Cost, by which the Seamen are suddenly brought in debt; and the more so as men coming from long Voyages are generally in want of every necessary, and in this manner, their hard earnings, notwithstanding their high Wages, are speedily squandered, to the great injury of themselves and families.

This Division of the Subject ought not to be closed without noticing that valuable Institution, THE MARINE SOCIETY; which was incorporated by the Statute 12 Geo. III. cap. 67.: In the Preamble to that Act it is stated, that the Society, from the time of its Institution in June 1756, to the time of the passing the Act (in 1772) had clothed and fitted out five thousand four hundred and fifty-one Landmen to serve in the Navy, and also, six thousand three hundred and six Boys, as Apprentices to Officers in the Royal Navy, and Merchants' Service: That the incorporating the Society, and enabling them to carry into execution their charitable Designs, (*viz.*—"the fitting out and apprenticing or placing out poor distressed Boys" in the Navy or Merchant Service) would be of great advantage to the Country, "as being a means of supplying the Navy in time of War, with Seamen properly bred up and qualified; and contributing to the Commercial Interests of the

M M

Nation

of the Boys' Parents when  
tices are exempted from being  
eighteen years old. The So  
its Business managed by a Pr  
dents, and a Committee of  
usually at a General Court,  
four in a year : Their Office  
change. This Society contin  
~~the~~ laudable Purposes for whi  
tection of the Legislature.

### *Of Offences in Navigable Rivers*

Any person who shall, either  
fully or maliciously pull down  
any Lock, Sluice, Flood-gate,  
any Navigable River, erected  
Authority of Parliament, or wh



or pluck up any Flood-gate, fixed or made in any Wear or Lock, erected or made by authority of Parliament, upon any Navigable River, shall on conviction before two Justices be committed to the House of Correction for one month.—8 Geo. II. cap. 20. § 2.

Any person who shall steal any Goods, Wares, or Merchandise, of the value of 40s. in any Ship, Barge, Lighter, Boat, or other Vessel or Craft, upon any Navigable River, Port of Entry or Discharge, or in any Creek belonging thereto, within Great Britain; or shall feloniously steal any Goods, Wares, or Merchandise, of the value of 40s. on any Wharf or Quay adjacent to any Navigable River, &c. or shall be present, aiding and assisting, in the commission of such Offences, shall be excluded from the benefit of Clergy, and shall suffer Death.—24 Geo. II. cap. 45.

The Laws at present existing, with respect to the embezzling of Public Stores in Dock-yards, &c. and their insufficiency to the object of prevention, have been already stated, and made the subject of discussion, by the Author of this Work, in Chapter IX. of the *TREATISE on the POLICE of the METROPOLIS*. It is, therefore, at present only necessary to refer the Reader to that Volume. See particularly page 261—263.

In the year 1795, an Act was passed (35 Geo. III. cap. 58.) for the registering of all Boats, Barges, and other Vessels, exceeding 13 Tons burthen: (and not belonging to the Royal Family, nor being

rected to be forfeited ; and the  
verable, as in cases of Offence  
Laws ; and surveying Officers of the  
miralty to seize unregistered  
warded by a share of the produce.

Under this Act, all Boats, and  
registered with the Clerks of the  
Burthen, Owner's Name, and  
were to be painted on the outside.  
Penalty from 20*l.* to 5*l.*

The continuance of the Act was  
April 5, 1798, and to the end of the  
session of Parliament. This Law  
have been continued, nor to be  
time for registering Vessels was  
cap. 112 of the same Session.

### *A General View of the Nature*

whereby the constant increase of English Shipping and Seamen was not only encouraged, but rendered unavoidably necessary. By Statute 5 Richard II. cap. 3, in order to augment the Navy of England, then greatly diminished, it was ordained, that “ none of the King’s leige People should ship any Merchandise out of or into the Realm, but only in Ships of the King’s Leigeance, on pain of forfeiture.” In the next year by Statute 6 Richard II. cap. 8, this wise provision was enervated, by only obliging the Merchants to give English Ships (if able and sufficient) the preference. But the most beneficial Statute for the Trade and Commerce of these Kingdoms is that *Navigation Act*, the rudiments of which were first framed in 1650, with a narrow partial View ; being intended to mortify our own Sugar Islands, which were disaffected to the Parliament, and still held out for *Charles II.* by stopping the gainful Trade which they carried on with the *Dutch*, and at the same time to clip the wings of those our opulent and aspiring neighbours. This prohibited all Ships of Foreign Nations from trading with any English Plantations, without Licence from the Council of State: In 1651, the prohibition was extended also to the Mother-Country ; and no Goods were suffered to be imported into *England*, or any of its Dependencies, in any other than English Bottoms ; or in the Ships of that European Nation, of which the Merchandise imported was the genuine growth or manufacture. At the Restoration the former Provisions were continued

laxed in time of War: As  
Statute 33 Geo. III. cap. 26, w  
the present War) even three-fo  
to be Foreigners. And by §  
cap. 117, certain indulgences  
East-India Company, with respo  
in the Country Trade in the Ea  
It has been stated and recogn  
able authority,\* that the fundam  
Commercial Jurisprudence, will b  
Acts 12 *Charles II.* (cap. 18;) *(cap. 11.)* 22 and 23 *Charles*  
*Charles II.* (cap. 7.) and 7 a  
(cap. 22.) which latter Act has be  
and improved by the Act 26 Geo  
By this Act (26 Geo. III. cap  
Vessel having a Deck, or being  
15 Tons, and belonging to a su

Majesty belonging, must be *registered* by the person claiming Property therein ; who is to obtain a Certificate of such Registry, in the Port to which the Ship or Vessel properly belongs ; and the Certificate is to distinguish the Ship or Vessel, under one of these two Classes ; Certificates of *British Plantation Registry*, or, Certificates of *Foreign Ships Registry*, for *the European Trade British Property*. /

No Ship is to be permitted to clear out as a *British-built Ship*, or a *British Ship*, nor to be entitled to the privileges of a *British-built Ship*, or a *British Ship*, unless the Owner has obtained a Certificate of Registry ; and any Ship parting from Port without being so registered, and obtaining such a Certificate, shall be forfeited.

*Every Ship, not entitled to the Privileges of a British-built Ship, or a British Ship, and every Ship not registered as aforesaid, is deemed, although it may belong to British Subjects, to all intents and purposes, to be an Alien or Foreign Ship.*

As often as the Master of a Ship is *changed*, a Memorandum thereof is to be endorsed on the Certificate by the proper Officer of the Customs.

The Owners to cause the Name by which a Ship is registered to be painted in a conspicuous part of the Stern, and such name is not to be changed.

If a Certificate of Registry is lost or mislaid, or if any Ship shall be altered in Form or Burthen, or from any denomination of Vessel to another, by rigging or fitting,

Act are to be sued for and recovered, as in cases of Offences against Officers seizing are to be rewarded unlawful Importation.

The Act 34 Geo. III. cap. 68, regulations to enforce the foregoing Acts above cited also contain Regulations for the Transfer of Property in Ships; cases be made by Bill of Sale or Chartering; and an acknowledgement of the change of property must be in the presence of the Register of Registry.

The prominent Features of the new Commercial Code, have, on the very recent Act already quoted, (see page 533) been fully explained as follows.

*First*, The securing to our own shipping and Commerce, under our own flag, the *Trade as the great*

*reigners*, who are not the Subjects of the Countries, of which the Articles are the Growth, Produce, or Manufacture, from becoming the intermediate Negotiators: and *Thirdly*, The encouragement of our own Manufactures, by checking, through the means of absolute prohibitions, or high duties, the introduction into the home markets of such Articles of Foreign Manufacture, as might rival our own, especially those in a progressive state of improvement.

Under the operation of these great fundamental Laws (it seems universally admitted that) our Trade, our Navigation, our Revenue, and our Manufactures, have flourished beyond the example of all other nations.

Commerce early became an object of great importance in this Kingdom; and as the Merchants in all Countries possess a large proportion of the circulating medium, it was natural for the Government to look to imposts on Trade as a source of Revenue. Thus a System of Taxation was established, at a period almost coeval with the commencement of our Trade, and has been progressively extended ever since. In 1797, about nine millions of the gross, or seven millions of the net Revenue of Great Britain were drawn from Duties on Imports and Exports.

Besides the Acts above generally alluded to, several others, passed from time to time, and of a temporary and confined nature, require the continued attention of the Merchant and Ship-Owner. They will be found detailed at length with great accuracy in *Steele's Ship-Master's Assistant*. The general principles

The general nature of the  
and Ship-Owners, &c. as rela  
has been already explained in (   
&c. To what is there said, it  
seem necessary to add any thir  
lowing short Extracts of a Law  
the Ports of the Kingdom.

By the Act 13 and 14 *Charl*  
*Ship-Master* shall within three c  
parts beyond the Seas, make E  
house (in London,) upon Oath,  
tents, and Lading of such Shi  
Numbers, Qualities, &c. of ever  
the best of his knowledge; als  
her Lading, of what Country l  
who was Master during the Ve  
Owners. And in all Outports  
their Members, shall come direc  
H. Lading of the



Custom-house of the Port of Lading, together with the Name of such Ship-Master, the Burthen of the Ship, the Number of Guns and Ammunition, and to what part she intends to sail, and before she shall depart shall deliver at the Custom-house a Content of the Names of every Person who shall have put on board any such Goods, together with the Marks and Numbers, and shall publicly, in the Custom-house, upon Oath, to the best of his knowledge, answer such Questions, as shall be demanded concerning such Goods, on pain of 100*l*. And no Captain of any Ship of War, wherein Goods shall have been brought from beyond Sea, shall suffer to be discharged into any Lighter, or lade on Land any Goods, before such Captain shall have declared under his hand, to the Officers appointed at the Custom-house, the Names of every Lader of Goods, together with the Number and Marks, and the Quantity and Quality of every Parcel to the best of his knowledge, and shall have answered upon Oath, such Questions concerning such Goods as shall be publicly required, at the Custom-house; and shall be liable to all Searches and other Rules, which Merchant-Ships are subject to, by the usage of the Custom-house (Victualling Bills and Entering excepted) under Penalty of 100*l*.

*Of the Laws respecting Quarantine.*

The most important of these is the Statute 26 Geo. II. cap. 6. which is explained by 29 Geo. II. cap. 8. and further enforced by 28 Geo. III. cap. 34.  
and

venting of the danger to be apprehended from a dreadful malady.\*

The following Regulations require the attention of Ship-Masters arriving, Persons coming, and (Great Britain, or the Isles of Guernsey) from Places whence his Majesty's Council, may judge it probable Plague may be brought, shall be kept in their Quarantine in such place, and for such time, as directed by Order notified by Proclamation, or published in the Gazette ; and all Persons and Goods on Board Vessel, and all Vessels, Boats, or any Goods or Persons out of the subject to the same Orders —."

The Orders of Council on this subject according to the Exigency of Circumstances

at present existing will be found in *Steele's Ship-Master's Assistant*.

Ships or Vessels bound to the Port of London, or any Member, Creeks, or other Parts thereof, or to the River Thames or Medway must perform their Quarantine in Standgate Creek.

“ If the Plague actually appears on board any Vessel, being to the northward of Cape Finisterre, the Commander is immediately to proceed to the harbour of St. Helen's Pool, between the Islands of St. Helen's Teen, and North Withel, (being off the Islands of Scilly,) or to such other place as his Majesty in Council, shall from time to time appoint; where being arrived, the Master shall make known his case, to an Officer of the Customs, who is to acquaint some Custom-house Officer of a near Port in England with it, and he is with all speed to send intelligence thereof, to one of the principal Secretaries of State. The Ship must wait until his Majesty's pleasure is known, and none of the Crew must go on shore. In case the Commander cannot make the Island of Scilly, or is forced up either of the Channels, he must not enter into any Port, but remain in some open Road till he receive Orders from his Majesty or Privy Council; and must take care to prevent any one from going out of the Ship, and avoid all intercourse with other Ships or Persons. The Master or any other Person on board, for disobedience herein, incurs the punishment of Felony, without benefit of Clergy;

the Customs, or Person appointed to be performed, must go off, or cause so to do, and, at convenient time, give the Name of the Ship and Commander, the Cargo was taken on board, the Port she touched at in her Voyage; and the names of which of them were infected with the Small-Pox, long she had been on her Passage, the Names of the Persons were on board when she sailed, and what Persons on board, during the Voyage, been, or are, infected with the Small-Pox, died in the Voyage, and of what Vessels he, or any of his Ship's Company, went on board, or had a Person come on board his Vessel, in the Port or Place such Vessels belonged; and a full and true Account of his Lading, to the best of his Knowledge. If it appears that any Person or

And if the Vessel came from a Place infected, or has any body on board infected, the Commander, or Person on board having charge, concealing it, is made guilty of Felony, without benefit of Clergy, and not making a true discovery in any other the aforesaid particulars forfeits 200*l.* recoverable in the superior Courts of Record, or the proper Courts in Jersey, &c.

“ Every Commander of a Vessel ordered to perform Quarantine, upon his arrival at the Place, is to deliver to the chief Officer appointed to see Quarantine performed, such Bill of Health or Manifest, as he has received from any British Consul, during his Voyage, together with his Log-Book and Journal, on forfeiture of 500*l.* recoverable in the same manner.

“ Every Commander of a Vessel having notice to perform Quarantine, if he goes on shore, or on board any other Vessel, or knowingly suffer any Seamen or Passenger to do so (without Licence) before Quarantine is duly performed, or does not cause the Vessel and her Lading to be conveyed to the Places appointed for that purpose, respectively, within convenient time, after due notice, shall forfeit 500*l.* for every Offence; and any person so quitting the Vessel may be compelled to return on board, and for every Offence is to suffer six months' imprisonment, and forfeit 200*l.* recoverable as before-mentioned.”

If a Pilot quits the Ship, contrary to an Order of the King in Council, though perhaps he is liable to the last mentioned Penalty; yet under the first Clause of Statute 26 Geo. II. cap. 6. which contains  
a general

be conveyed to the Houses,  
places provided for their receipt

“ Persons wilfully refusing to  
thither, within convenient time  
escaping, or attempting to escape  
before Quarantine is duly performed  
to repair or return thither, by sea  
may require ; and the person so  
ing to repair thither, or actually so  
is to be adjudged guilty of Felony  
of Clergy.

“ Any Person not infected, or  
Lazaretto, or other place, while  
the Plague, or under Quarantine  
tempting to return from thence  
Licence,) may be compelled by  
Guard upon duty to return thither  
Quarantine ; and, in case of actual  
duty performed shall be liable to

to forfeit his Office, and be incapable of a new Grant thereof, and also forfeit 100*l*. (recoverable as before-mentioned;) and for embezzling or wilfully damaging any Goods under his direction, is liable to treble Damages and full Costs.

“ After Quarantine has been duly performed by any Vessel or Person, upon proof by the Oaths of the Master, and two of the Persons belonging to the Vessel, or of two Witnesses, before the Customer, &c. of the Port where it was performed, or of the next Port, or of a Justice of the Peace near such Port, or two Jurats or Magistrates of Jersey, &c. that such Vessel and Persons have duly performed Quarantine, and are free from Infection ; and after producing a Certificate to that purpose, from the chief Officer who superintended the Quarantine ; the Persons before whom the proof is made, are to give a Certificate thereof, and the Vessels and Persons are liable to no farther detention.

“ Any Person demanding or taking any Fee or Reward for any Oath, Order, or Certificate, directed by this Act, forfeits 100*l*. recoverable with treble Costs, in the same manner as other Penalties.

“ Any Person directed to see Quarantine duly performed, or appointed as a Watchman, deserting from his duty, or knowingly suffering any Person, Ship, or Goods, to depart or be conveyed from the place appointed for the performance of Quarantine, unless by proper Licence ; or any Person giving a false Certificate of a Ship's having duly performed her Quarantine,

are performing Quarantine  
as in cases of Felony, without l

“ When any part of Great Britain, France, Spain, Portugal, or the  
affected with the Plague, his Majesty’s  
Commission, prohibit any small Boat  
burthen of 20 Tons, from going to or from  
Great Britain, &c. until Secured by the  
Master, in the Penalty of 300*l*.  
to, or touch at, any Country, or Port  
mentioned for that purpose in such  
that no Person on board the Ship, or  
any other Vessel at Sea; and that no  
any person to come on board the Ship,  
Vessel at Sea; and that he shall not  
Goods or Merchandise out of an  
Boat or Vessel, going out before the  
given, shall be forfeited, and that the  
Mariner convicted of sailing in



Officer of the Customs, or such person as shall be authorised to see Quarantine duly performed, is empowered by 28 Geo. III. cap. 34, to demand of the Commander of any Ship attempting to enter into any Port in Great Britain, Ireland, &c. a true account of the following particulars ; (that is to say,) whether his Ship or Vessel touched at the Isle of Rhodes, the Morea, or any part of the Coast of Africa, within the Mediterranean or Levant Seas, or the Port of Mogadore ; or whether any of the Ship's Company, or any other person on board his Ship or Vessel, had, during the Voyage homeward, in any manner whatever, any communication with any Ship or Vessel coming from any of those Countries ? What Pilot or Pilots, or other Person from the Shores of Great Britain, Scilly, &c. have been on board his Ship or Vessel, or had any communication with his Ship's Company in any manner whatever during the Voyage homewards ? And whether any of his Ship's Company had been sick, and of what disorder, in the course of a Voyage, or were so at the time the particulars are demanded ? And in case such Commander shall give a false Answer to any of the Particulars, he shall forfeit 200*l.* recoverable as under the former Act.

By 38 Geo. III. cap. 33. § 2, If any Pilot shall conduct any Ship or Vessel liable to the performance of Quarantine into any place which shall not be appointed for the reception of Ships and Vessels

tion, or by a publication in the  
Diseases be denominated *the*

*Regulations respec.*

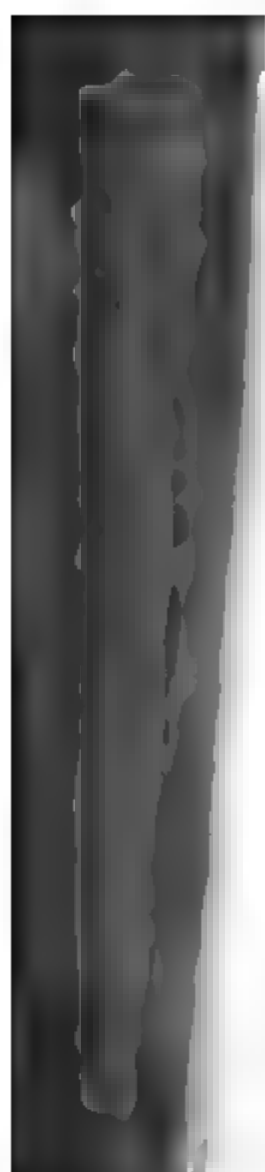
By Statute 33 Geo. III.  
Captain of any Merchant-Ship  
wilfully disobey signals or ins  
lawful command of the Comr  
or shall desert the Convoy will  
liable to be articted against in t  
miralty for such disobedience,  
thereof, shall be fined at the d  
in any sum not exceeding 500  
imprisonment, not exceeding  
Court shall adjudge.

By the Statute 38 Geo. II  
better protection of the Trade  
generally known by the name

such as are licenced by the Admiralty to sail without Convoy ; or are proceeding to join Convoy ; or such as are bound to any Port in Ireland ; or Coasting Vessels ; or East-India or Hudson's Bay Ships ; and in certain cases (by 39 Geo. III. cap. 32.) Newfoundland Ships] shall in future sail or depart from any Port or Place whatever, *unless under the Convoy or Protection of Ships appointed for that purpose.*

The Master or Commander of every such Ship or Vessel which shall sail under Convoy shall use his utmost endeavours to continue therewith during the whole of the Voyage, or such part thereof, as such Convoy shall be directed to accompany such Ship or Vessel, and shall not wilfully separate therefrom upon any pretence whatever, without order or leave from the Officer commanding such Convoy.

Any Master or Commander who shall, contrary to the Act, sail without Convoy, or shall afterwards desert or wilfully separate or depart from the same, without leave obtained from the Officer entrusted with the charge thereof, before such Ship or Vessel shall have arrived at the port or place of her destination, or so far on her Voyage as such Convoy shall be directed to accompany and protect her, shall forfeit for every Offence, 1000*l.* : And in case the whole or any part of the Cargo of such Ship or Vessel shall consist of Naval or Military Stores, he shall forfeit 1500*l.* But the Court in which any Action or Suit for the Recovery of the Penalty shall  
be



and Burthen, Built, number of Guns, to what Place belonging, Owners' Names, and number of the Crew. All these particulars are to be inserted in the Letter of Marque, which is to be produced by the Commander to the Collector, Customer, or Searcher at the Port, from which the Ship shall be first fitted out; who is to examine the Vessel, and grant a Certificate of the Vessel's being of equal or greater force than stated; such Certificate to be deemed a necessary Clearance before the Ship's being permitted to sail: A Penalty of 1000*l.* is imposed on the Commander sailing without such Certificate, or with a force inferior to that specified in the Letter of Marque: Recoverable in any Court of Record; and also, not more than one year's imprisonment at the discretion of the Court.

By § 19 of the same Act, the Letter of Marque shall be forfeited in case of any Offences by the Owners or Commander of the Vessel, against the Revenue Laws.

By § 8 of 37 Geo. III. cap. 109. (for amending the foregoing Act 33 Geo. III. cap. 66.) the Commander of every Letter of Marque is directed to keep a Journal, containing an exact account of his daily Transactions, the capture of Prizes, and disposal thereof, and all information which he can obtain as to the Enemies' Fleets, their Force, Destination, &c. On his arrival at any Port of his Majesty's Dominions, he is to deliver up this Journal to the Chief Officer of  
the

... recoverable in any &  
posed on the Custom-house  
Certificate.

By § 9 of the same Act,  
the conduct of Commander  
War, or in the Service of the  
tains of whom they are to pr  
also to British Consuls at Fo  
act as Custom-house Officers  
British Ports.

A Penalty of 500*l*. recoverab  
cord, is imposed on the Com  
Marque, neglecting or transgr  
going Regulations ; and on s  
liable to the Penalties of Pe  
neglect or transgression the I  
become null and void.

It may be proper also in th  
restrictions on *ransomine* &c.

for the ransom of any Ship, Vessel, or Cargo, or any part thereof, after the same shall have been taken as a Prize, and shall in pursuance thereof, actually quit, set at liberty, or discharge any such Prize, instead of bringing the same into some Port, (unless in case of extreme necessity, to be allowed by the Courts of Admiralty,) shall forfeit his Letter of Marque, and shall be punished by Fine and Imprisonment, at the discretion of the Court.

The 37th Section of the said Act provides, that it shall not be lawful for any Subjects to ransom, or contract, or agree to ransom, any British Ship or Vessel, or any Merchandise or Goods on board the same, captured by the Subjects of any State at War with his Majesty, or by any Persons committing Hostilities against his Majesty's Subjects.

All Contracts and Agreements entered into, and all Bills, Notes, and other Securities, given by any Person, for Ransom of any Ship or Vessel, Merchandise or Goods on board the same, are (by § 38 of the Act) declared to be absolutely null and void.

Any Person who shall ransom, or contract, or agree to ransom, any such Ship or Vessel, Merchandise, or Goods on board the same, shall, for every such Offence, forfeit 500*l.* recoverable with full Costs of Suit, in any Court of Record.

*Respecting*

*Respecting Pilotage.*

In addition to what is stated in page 345, as to Pilots under the Jurisdiction of the Trinity-House, for Ships *down* the Thames, it is to be observed, that by the Statute 3 Geo. I. cap. 13. (now in force till March 25, 1806) no Persons are permitted to pilot any Ships from Dover, Deal, or the Isle of Thanet, to any place in the Rivers *Thames* or *Medway*, but such as have been examined and approved by the *Trinity-House* of *Dover*, &c. and admitted into that Society; on Penalty, for the first Offence, of 10*l.* the second 20*l.* and for every subsequent one 40*l.* recoverable in the Court of Admiralty of the Cinque Ports, or in the superior Courts of Record. Masters

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and 10s. additional, for every additional Foot in the Draft of Water, to seventeen Foot, for which the Rate is 8l. 10s. from *Dover, Deal, or the Isle of Thanet*, to any Place in the *Thames or Medway*.—No Allowance to be made for odd Inches.

A Pilot losing a Ship is for ever after incapacitated from acting. The number of Pilots is not to be less than One Hundred and Twenty, and their Names are every Lady-day to be fixed up in the Custom-Houses at London and Dover.

By the same Act all disputes relative to the Salvage of Anchors, Cables, &c. are to be determined (in twelve hours' time) by three Persons appointed by the Lord Warden of the Cinque Ports.

By § 14 of the Statute 7 Geo. I. cap. 21, The Lord Warden of the Cinque Ports, with the assent of the Commissioners of Load-manage, and of the Trinity-House, at a Court of Load-manage, is empowered to make Orders and Regulations for the better Government of these Pilots.

The Pilots in the Port of Liverpool have been regulated by Acts of Parliament, the last now in force is that of 37 Geo. III. cap. 78, of which an Abstract is given in *Steel's Ship-Master's Assistant*.

*Of the Liability of Owners of Ships, for Losses or Embezzlement of Goods.*

On this Subject there are two Statutes requiring the attention of Owners and Freighters.

The

the same were made away  
Masters without the know-  
ledge of the Owners by which means  
they are adventuring their For-  
tunes without necessity to  
their and Navigation:” I  
bring the question, therefore  
future no Owner shall be liable  
Loss or Damage, by reason  
surrendering, or making away, &  
of any Gold, Silver, Jewels,  
any Act, Damage, or Forfe-  
cured by the Master or Ma-  
ny and knowledge of such  
of the Ship, and the Freight &c.

By the Statute 20 Geo. II  
and amend the foregoing Act  
provision, and that all M

the Ship's Company were privy to such Robbery ; *in which case alone*, the responsibility of the Owners was by the former Act limited to the value of the Ship and Freight : To prevent, therefore, the responsibility to which the Owners, &c. still continued exposed, it is enacted, That *no Owner* of any Ship or Vessel shall be liable to answer for *any Loss* or Damage, by reason of any *Robbery*, Embezzlement, secreting, or making away with of any Gold, Silver, Jewels, or Merchandise, shipped on board any Vessel, or for any Act, Damage, or Forfeiture, occasioned or incurred *without the Privity of such Owners*, beyond the value of the Ship and Freight, *although* the Master or Mariners are not concerned in or privy to such Robbery : *Nor* for any Loss or Damage to any Goods or Merchandise whatsoever, by reason or means of any *Fire* happening on board the Ship : *Nor* for any Gold, Silver, *Watches*, or Jewels, unless the nature and value of them is, at the time of their shipping, inserted in the Bill of Lading, or otherwise declared in Writing, by the Shipper to the Owners or Master of the Ship.

These Acts also provide, that if several Proprietors of Goods should happen to suffer by such Robbery, Embezzlement, &c. and the whole value of the Ship and Freight should not be sufficient to compensate all their Losses the Proprietors shall be satisfied in average Proportion to the amount of the Losses ; and that to ascertain the amount and proportion of such Losses, either the Freighters or the Owners may file  
a Bill

seariners.

Thus has the Author ended the review of his Commercial and Nautical Directory, a species of Information of Commerce, Shipping, and not fail to be interesting, as useful and advantageous.

The mass of Information, within so narrow compass, will be of great assistance to Men of Business, without the necessity of that minute Investigation necessary to resort, where case discussion.

As a Directory through the Commercial and Nautical Jurisprudence will be found desirable.

notice, has the same comprehensive View been given of this interesting Subject, which may not be the less valuable, as much pains have been bestowed in stripping the acts of their Technical Phraseology and Verbiage, and reducing the extracts as much as possible, without doing violence to Accuracy in the Abridgements, to which the greatest attention has been paid.

It remains therefore, only for the Author to close this Work by a Summary View of such particular Laws, as may be considered as a Ground-Work for a Compilation, long and ardently called for by the Ship-Masters trading to the River Thames, namely, *The Rules and Regulations of the Port of London*, which will form the subject of the following and last Chapter.

..... *Subjects.*—  
*Gravesend to London.*—4th  
*River.*—5th *Gunpowder, &*  
*be Landed.*—6th. *Ships M.*  
*Dock.*—7th. *Vessels from Fo*  
*Laden with Tobacco.*—9th.  
10th. *Principal Regulations*  
*arrival of Ships at the Port*  
*By Vessels taking in Cargo*  
*Ballast.*—13th. *Ballast for S.*  
14th. *The Heating or Mel.*  
*Combustible Matter.*—15th. .  
*Laws of the Trinity Corpora*  
*the River Thames.*—17th. *Re*  
*ral Meeting of the West-Indie*  
*ing Ships in that Trade.*—18th  
*lations respecting Quays, Whar*  
—19th. *Respecting the Hiring*  
*Incroachments and Nuisances on*

**A**N ardent desire to convey that species of information, within the shortest possible compass, which may protect Ship-masters and others, trading to, or employed on the River Thames, against a variety of penalties, has produced the following Compendium, which may, in most respects, be considered as comprehending the principal Rules of the Port. If, by such a compilation, containing a concise Abstract of the Laws and Usages as they apply to the River Thames, good order should be promoted, in a greater degree than heretofore, and innocent and uninformed Ship-Masters and others instructed, with respect to the duties incumbent on them to perform, and the offences they ought to avoid, a considerable object will be gained in the improvement of the Police of the River Thames; as, by this species of knowledge, the unwary are forewarned, and a prospect opened, through the same medium, of lessening the demand for punishment, and diminishing the convictions on penal offences—while a greater degree of security is established with respect to the danger of conflagration.

Impelled by a strong sense of the importance of the object explained, and by an anxious wish, in some degree, to supply a deficiency, which has been long felt as a grievance, an attempt is now made to arrange, under the following Heads, a sketch of what may not improperly be denominated,

***For the Information of Ship-As-  
sailing the Port of London  
Pursuits on the River Thames  
Landing Places adjacent the***

**SECT. I.—*Respect***

Every person taking upon  
any Ship or Vessel (*except* Co-  
proaching the River Thames &  
ing therefrom down the said 1  
North Channel, to or by Or  
Long Sand-Head into the 1  
South Channel into the Down  
fordness up the North Channel  
or Medway, must be piloted  
licenced and authorized under  
poration of the Trinity-House  
By the Act of 5 Geo. II.



Pilots for Ships *up* the River Thames, must be licenced by the Trinity-House at *Dover*.

SECT. II.—*Respecting Revenue Officers.*

Every Ship-Master \* on approaching the Port of London, inward-bound, (or departing outward-bound,) is to bring to at the usual places to receive Revenue Officers on board, for the purpose of examining the Cargo, who are to have access to every part of the Ship; and if the keys of chests, &c. are not delivered to them, or the places where the goods are stowed are not opened, the Tidesmen are authorized to send for their Superior Officers, who may open them.—Penalty 100l.—By the Act 27 Geo. III. cap. 13.

By the Stat. 9 Geo. II. cap. 35, If any Officer of the Customs or Excise, being on board of any Vessel within the limits of any Port, be forcibly hindered or beaten in the execution of his Office, the party or parties offending shall, on conviction, be transported for seven years:—And by 19 Geo. II. cap. 34, If any person shall shoot, maim, or dangerously wound any Officer of the Revenue, on attempting to go on board of any Vessel within the

\* On coming within Four Leagues of the Coast, every Ship-Master is bound by the Act of 27 Geo. III. cap. 13. under a penalty of 100l. to produce his Manifest to the First Custom-House Officer coming on board, who shall certify the production on the back thereof.—He shall also furnish the said Officer with a Copy, who shall transmit the same to the Collector of the Port where the Goods are consigned, under the like penalty of 100l.

wound any Officer belonging  
Customs or Exercise, within  
of London, (or any other Port  
within four leagues of the Coast)  
are attempting to go on board  
or returning, or otherwise neglect  
of their duty, every offender  
suffer death; and further,  
Geo. III. cap. 28, If any  
resist, oppose, molest, or hinder  
Customs or Excise, in Seizure  
be Seized, or shall by force or  
cause to be rescued, any of the  
ing Seized, or shall attempt to  
Seizures made, shall break or  
Packages, where the same are  
offending, on conviction, may  
House of Correction, for three

from Gravesend to her place of discharge, in the River Thames, without touching at any Wharf, Quay, or Place adjoining to either shore, between Gravesend and Chester's Quay, unless hindered by contrary winds, or other just impediment, to be allowed by the principal Officers of the Customs.

**SECT. IV.—*Respecting Guns fired and shotted.***

By the Act of 5 Geo. II. cap. 20, No Commander, or other Officer of any Ship, (except his Majesty's Ships,) while in the River Thames, shall permit any Gun to be fired before sun-rising or after sun-setting, under the penalty of 10*l.* for every Gun so fired; nor shall any Gun be shotted after any Ship or Vessel shall be in the River Thames, between Blackwall and London Bridge, under the penalty of 5*l.* for each Gun so kept shotted.

**SECT. V.—*Respecting Gun-powder, and when and where to be landed.***

By the Act of 5 Geo. II. cap. 20, and 12 Geo. III. cap. 61, The Commander of every Ship or Vessel arriving within the Port of London, (not being in his Majesty's Service,) is bound to Land all the Gun-powder on board, except 25*lb.* either before the arrival of such Ship or Vessel at Blackwall, or within twenty-four hours, (in case the weather will permit,) after coming to anchor there, or at the place of unloading.—Nor shall any Ship-Master, or other person on board, receive on board of any outward-bound

by water in any Barge, Boat  
cept in Vessels with Gun-p  
or to be exported to any  
going Coastwise,) that hath  
which shall not be covered b  
or Tarpaulins; and all Gun  
as aforesaid, shall be in bar  
hooped, without any Iron about  
shall contain no more than 1  
and not more than 200 barrel  
any Boat or Barge at the s  
powder carried or removed  
than before prescribed, is liab  
forfeited to the use of the pers

**SECT. VI.—Regulations respect  
St. Saviour's Island**

By the Act of 5 Geo. II. cap.  
that in 1744

cept such Vessels, not exceeding two in number, at any one time, as shall lie at the Yard called Shipwright Yard, at the North-West Corner of the said Dock, during the time such Ships and Vessels shall be repairing, and no longer,) the Master or Owner of every such Ship or Vessel so laid up or moored, shall forfeit and pay for every day, such Ship or Vessel shall so continue to be laid up and moored, (unless for the purposes aforesaid,) the sum of 20s. to the Poor of the Trinity Corporations.

**SECT. VII.—***Vessels trading to Foreign Parts not to remove from the Stream, except to the Legal Quays.*

By the Act of 19 Geo. III. cap. 48, If any Vessel coming from foreign parts within the limits of the Port of London, shall be removed out of the Stream, except to the Lawful Quays, before all the Goods are discharged out of such Vessels, or of any Vessel outward-bound to foreign parts, having Goods on board, shall be removed out of the Stream, except to the said Lawful Quays, unless upon any accident or emergent occasion, to be made known to the Commissioners of the Customs, and obtaining their consent, the Master, or Person having charge such Vessel, shall forfeit 100*l.* for each offence.

**SECT. VIII.—***Regulations with respect to Ships laden with Tobacco.*

By the Act of 29 Geo. III. cap. 68, All Vessels arriving with Tobacco, shall be moored in that part of  
of

of the Pool appointed by the Commissioners of the Customs, and in no other place, and shall remain at such Moorings until the delivery of the Cargo, and until such Vessel shall have been cleared, under the penalty of such sum, in the Judgment of the Commissioners, the Master, or Person having charge of such Vessel, who have been prevented from complying with the Rule by unavoidable accident.

SECT. IX.—*Regulations with respect to the Harbour.*  
*Art. 11. Powers explained.*

By the Act of 20 Geo. III. cap. lix. The Lord Mayor & Council are authorized to appoint a Harbour-master, with power and authority, (attending to the Acts of 19 & 20 Geo. III. before mentioned) to direct the entering, mooring, and

**RIVER POLICE.**

569

more safe and convenient Navigating, Placing, Mooring and Unmooring Ships and other Vessels in the River Thames.—And for the better governing and regulating all Masters of Vessels, Pilots, Lightermen, and others within the said Port and Canal; and for preventing damages to Vessels, Craft, and Merchandise, and in case the Owner, Master, or Pilot, &c. having charge or command of any Ship or Vessel, shall refuse, or neglect to Moor or Unmoor, or remove any Ship according to such directions, within twelve hours after notice, given in writing, or left with some person on board the Ship or Vessel for that purpose, then the said Harbour-Masters, and their assistants, are required to moor and unmoor, move and remove such Ship or Vessel, and the charge thereof shall be repaid, and a sum not exceeding 10*l.* nor less than 5*l.* for each offence, by the Owner, Master, or Person having charge of such Ship or Vessel; and in cases of obstruction or hindrance, the person offending shall forfeit and pay a sum not exceeding 10*l.* nor less than 5*l.* and such orders shall in no respect diminish the responsibility of the person having the charge of any Ship or Vessel.

**SECT. X.—*Principal Revenue Regulations on a Ship's arrival at the Port of Discharge.***

By the Statute 1st of Elizabeth, cap. 11, Owners and Masters of Vessels, are prohibited from Lading or Unlading Ships, except in day-light; and at the

laden ; the name of the B  
Ship ; the Master's name, an  
Ship belongs : with a true  
whether Packed or Stowed  
number and marks of every  
Cargo is contained, (which n  
first Officer who comes on bo  
the Port.)—And Bulk must n  
part of the Cargo Unladen.  
to her proper place of Discha  
authorised to Unlade by the  
Customs, under a Penalty of  
of inevitable necessity, to be s  
sioners of the Customs.—An  
hours after the Ship's arrival, t  
Oath before the Collector of  
Burden, and the contents  
deliver his Manifest, under a l



**SECT. XI.—Principal Revenue Regulations, as they relate to Ships taking in Cargoes and departing.**

By the Statute 12 Geo. I. cap. 28, Goods received on board of any Ship on which Duties are payable,  
or

paid, the Master or person having the charge of such Ship, shall forfeit 100*l*.—By 9 Geo. II. cap. 35, All Goods found concealed on board of any Ship after the Master shall have made his Report at the Custom-house, and not mentioned in said Report, shall be forfeited, and the said Master subject to a Penalty of treble the value.

By 5 Geo. III. All Goods found concealed in any Package, or among any other Goods contained therein, at any time after the same shall have been sent to the King's Stores, and which shall not have been within twenty days after the first Entry duly entered, and the Duties paid or secured; or which shall be found concealed in any Package, or inclosed in any of the Goods therein contained, which shall be brought on Shore by Special Sufferance, or order from the Customs on the application of the Proprietor, and shall not be specified in such application, the same shall be forfeited.

By 21 Geo. III. If the Master of any Vessel shall conceal or suffer to be concealed by his Mate, Seamen, or any of them in any part of such Vessel, or in any Chest, any Foreign Spirituous Liquors, over two Gallons for each Seaman on board; or any Tea above Six Pounds; or Coffee above Nineteen pounds; or if the Master shall clandestinely Import, or suffer to be clandestinely Imported, any such Foreign or Spirituous Liquors, or any other Uncustomed Goods whatsoever, whereby the Owners become liable to any Penalties, or the Vessel is liable to be forfeited; the Master shall not only forfeit to the Owners all Wages then due, but also treble the value of the Uncustomed Goods over the Penalties to which the Master shall be subject by any Laws now in force; which Penalties of treble the value shall go to the Owner. Mates or Seamen clandestinely concealing or importing any Foreign Spirituous Liquors, over Two Gallons for each Seaman, or Tea above Six Pounds, or Coffee above Nineteen Pounds, shall forfeit all Wages due by the Owners; and 10*s*. for every Gallon of Foreign Spirit;

or which are prohibited to be exported without a Warrant or without the presence of an Officer of the Customs appointed for that purpose, are liable to be seized and forfeited. And by 26 Geo. III. cap. 40, Masters of outward-bound Ships, are to deliver their Cocks to all Custom-house Officers on demand for their inspection, on Penalty of 100*l.* and any Goods on board not corresponding with the Cocks may be seized. No Goods entitled to drawbacks are to be sent on board, unless accompanied by Revenue Officers, or persons licensed by the Comptroller of the Customs.

By the same Act, no Ship-Master can clear out until he has given Bond not to receive Goods fraudulently, and not to oppose the Officers in the Customs in the execution of their duty.

wards and outwards, and answer, upon Oath, such questions relative to the Voyage, as shall be put to him by the Officers of the Customs on his arrival or departure, under the penalty of 100l. But such Report is not to subject the Master of any Ship to Additional Fees.

SECT. XIII.—*Regulations respecting Ballast in the River Thames.*

All Ship-masters, or persons having the charge of Ships for the time being on the River Thames, having Ballast on board, are, by the Act of 6 Geo. II. cap. 39, prohibited, under the penalty of 5l. from throwing any such Ballast into the River. And the same Act directs, that such Ballast shall, at the expence of the Owner or Master, be laid or put on some Wharf or Quay near the River, or some ground or place above High Water mark; or that the said Ballast shall be discharged into the Lighters of the Trinity Corporation, who are to furnish the same, on demand being made (at their Office on Tower-hill), within three days, or forfeit 50l. for neglect or refusal, unless occasioned by Tempestuous Weather; for which service, 6d. for every Ton of Ballast received into the said Lighter shall be paid to the Corporation for the use of the Poor.

*Ballast for Outward-bound Vessels.*

And by the same Act, and the Act 32 Geo II. cap. 16, All Ship-masters and others, intending to ship,  
as



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...the purpose of preventing the Ship-Masters of the same, may appoint Marks of the Lighters, and ... suspicious ...

**Masters** may appoint the Mate or any other person, to inspect the Lighter's depth in the water, for which purpose the Ballast-men are obliged to trim such suspected Lighter, and to pump all the water out, so as to swim at equal Marks at Stem and Stern : and in case of obstruction, the Ballast-men to forfeit 5*l*.

**SECT. XIV.**—*Regulations to be attended to while Ships are in the Port of London.—To prevent Fire and Conflagration by heating Pitch, &c.*

By the Act of 5 Geo. II. cap. 20, “ If any Master, Commander, or other Officer of any Ship or Vessel, or any other person on board the same, shall, while such Ship or Vessel shall lie or be in the River of Thames, between London Bridge and Blackwall,” *heat or melt*, or cause or permit to be heated or melted by Fire, Logger Heat, Shot, or any other thing on board any such Ship or Vessel ; any *Pitch*, Tar, Rosin, Grease, Tallow, Oil, or other Combustible Matter or Things : every person or persons so offending, shall for such Offence, on conviction before two Justices, forfeit *Five Pounds*.

~~It~~ In this case the Law allows no power of Mitigation.

**SECT. XV.**—*Regulations to be attended to while Ships are in the Port of London, respecting Bumboats.*

By the act of 2d Geo. I. cap. 28, No Bumboats or other Boats are authorised to ply on the river for the purpose of selling Liquors, Slops,  
Tobacco,



*Rule to be observed in lading and discharging.*

3. Every Ship-master, &c. who shall suffer Goods to be taken in or heaved out of his Ship without having a Sail nailed to the Sill of the Port, or, (if a small Vessel) to the Gunnel, to overhang the side of the Lighter, shall forfeit Twenty Shillings.

*Obligations on Seamen respecting good Behaviour and moral Conduct.*

4. Every Mariner who shall swear, curse, or blaspheme while on Ship board, shall forfeit One Shilling to the Poor's Box.—Every Mariner who shall get drunk shall in like Manner forfeit One Shilling to the Poor's Box.—Every Mariner who shall be obstinate and stubborn, and shall not obey the Master's lawful Commands, or the Mate's or Boatswain's in his absence, shall forfeit Half his Month's Pay to the Poor of the Corporation.

*General Obligations on all Seamen respecting good Behaviour and Moral Conduct, by the Statute Law.*

5. And further by the Act of the 2d Geo. II. cap. 36.—If any Seamen shall desert or refuse to proceed on the Voyage, after having signed the contract directed by Law, he shall forfeit all the Wages due to him.—Extended to the West-India Trade by 37 Geo. III. cap. 73.

Any Seaman thus engaged by signing the Contract, who shall desert or absent himself, may be ap-

... in every ... presence  
... of the ... of the Master  
... the ... is ...

... the ... of ...  
... to ... of ...  
... have a Discharge in W  
... when the Master's ...

... of ...

In the ... of the  
Master or ... Officer  
who shall ... to ... the  
... of ... from ...  
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... suffer ... months  
every Mariner who shall lay  
Commander to hinder him free  
of his Ship and Goods, shall ...  
Seamen concerned in ...



Seamen or others wilfully damaging or destroying any Vessel, shall by the same Act suffer the Punishment of transportation.

Seamen or others who shall riotously prevent their fellows from working, or who shall obstruct the lading or unlading, or the sailing of any Ship, Keel, or Vessel, or forcibly board any Ship for that Purpose, shall suffer not less than six nor more than twelve Months' Imprisonment.—The second Offence is Transportation.

*Embezzling Goods in Prize Vessels.*

By the 33d Geo. III. cap. 66, Any Officer, Seaman, Mariner, or other Person who shall break bulk on board, or embezzle any Money, Jewels, Goods, Merchandise, Tackle, Apparel, or Furniture *belonging to any Prize*, shall forfeit his whole Share to Greenwich Hospital, and treble the value of the Property embezzled.

*Stealing in General from Ships on navigable Rivers.*

By the Act. of the 24th Geo. II. cap. 25, all Persons who shall feloniously steal any Goods or Merchandise from any Ship or Vessel, Craft or Boat, in any navigable River, or from any Wharf or Quay adjacent, above the Value of Forty Shillings, or shall be present and assisting therein, shall suffer Death.

For Goods of a less Value they will suffer as in Cases of single Felony and Larceny.

—74, and in the Coasting Trade, sign an Agreement, declaring wages, (except Apprentices) or shall forfeit 5*l.* per man to Government on the arrival of any Vessel on the Thames, (or in any part of the Kingdom,) the Master shall pay the seamen their wages (and within five days in the case of a new Vessel, or after the Vessel is entered at the Custom-house, excepting there is a previous Agreement,) or at the time of the discharge, such penalties as may be due by the Statute of Laws.—Penalty to the Master, double the wages.

By the Act of 37 Geo. III. concerning the desertion of Seamen in the West Indies, Masters hiring Seamen who have been discharged from another Ship; incur a penalty of 10*l.* for each Seaman so prohibited from hiring Seamen.

rolled at the Custom-house, where the Ship clears out, under a penalty of 10l.

Within ten days after her arrival out, and home, the Ship-Master is to deliver to the Collector of the Port, a List of the Crew on board at the time of clearing out from the Thames, or any Port in Great-Britain, and at the time of the Ship's arrival abroad, of all who have deserted or died, and the wages due at their death, under a penalty of 50l.—And Ship-Masters also incur a penalty of 10l. for refusing to grant a Seaman a Certificate of discharge.

For the purpose of inducing Sailors to return in Ships from Foreign Parts, and to prevent their turning Pirates, the Act of 8 Geo. I. cap. 24, prohibits Masters or Owners of Merchant Ships from paying to any Seamen beyond Seas, in money or effects, more than one moiety of the wages due at the time of such payment, till such Ship return to Great-Britain, or Ireland, on penalty of double the money paid.

**SECT. XVII.—***Port Regulations respecting the West-India Trade, established by the Merchants.*

By the Regulation of the West-India Merchants trading to and from the Port of London, bearing date the 12th June, 1789, and finally confirmed, amended, and promulgated on the 27th April, 1790, the following, among other rules were unanimously agreed to, and established.

1st. That

their contents, and that they repair all damages done to the casks in the Lighters before the Lighters quit the Ship.

7th. That the Captain or Mate see that each Lighter has a sufficient number of good tarpaulins, for the purpose of covering the Sugar Casks.

Further Resolutions of the West-India Merchants Trading to the Port of London, entered into and promulgated on the Establishment of the Marine Police Institution, in June 1798.

*At a General Meeting of the West-India Merchants Trading to the Port of London, held at the Marine Society's Office, the 19th and 26th June, 1798.\**

“RESOLVED UNANIMOUSLY, 19th June, 1798.

“That two Marine Police Constables be appointed to each Ship, (properly sworn and instructed, in

\* ABSTRACT of the principal Regulations of the West India Merchants, settled and approved by a General Meeting held at the Marine Society's Office, on the 19th June, 1798, specifying the Conditions under which the Constables and Lumpers, under the Marine Police Institution, should enrol themselves.

#### CONSTABLES.

I. That Marine Police Constables, properly sworn and instructed, shall Watch the West-India Ships under discharge:—That they shall attend the Lighters to the Quays, and continue to Watch the Property on board until delivered over to the Quay Guard:—That they search all Persons on leaving the Ship, and apprehend all delinquents, and bring them before the Magistrates, whose Instructions they are bound to obey.

LUMPERS.

- with diligence and attention
- III. That the Foreman and his Gas Police Officer at Five o'Clock in the Summer, and report to the Superintendent shall direct.
- IV. That the Lampers shall submit to the Foreman while at Work.
- V. That in conjunction with the Foreman and Top Man, get up the lighting at intervals of one or two lamps and then proceed to the discharge.
- VI. That the Working Hours shall be eight hours in Summer, and six in Winter.
- VII. That no Lumper shall go on Street at their vicarage or beach.—Three Hours to Breakfast, at Eight o'Clock One Hour to Dinner, to commence Afternoon.
- VIII. If for want of Engines or other cause not be employed, they must remain idle.
- IX. The Gangs of Lampers shall

up to the Quays until discharged, and carry all Offenders before the Magistrate at the Marine Police-Office."

"RESOLVED UNANIMOUSLY, 26th June, 1798.

"That it be recommended to all Owners and Husbands of West-India Ships and their Agents, to have their cargoes discharged at this Port by means of Lumpers, under the Regulations of the Marine Police-Office, No. 259, Wapping New-Stairs, and that the Captains of all West-India Ships be instructed by the Owners, &c. to grant an order on the Ship's Husband, or Agents, for the amount of the Dues for discharging their respective Cargoes, and such order to be given to the Clerk, authorized by the Marine Police to receive the said Dues, according to the Rates which have been settled by this Meeting, and which will be produced by the Clerk of the said Marine Police-Office. JAMES ALLEN, Secretary."

On the 2d July, 1798, a Circular Letter, in the following terms, with the subsequent Resolutions, was transmitted by the Committee of West-India Merchants, to all Importers and Ship-owners in the Port of London.

XII. While on Ship-board, the Constables and Lumpers shall be of good behaviour, and do their duty with civility, and shew all proper respect to the Captain, Officers, and Crew.—And if any Person quits his Duty or Work without leave, or shall break these Conditions, he shall forfeit the Wages which would be otherwise due to him.

"The

venting such depredations  
“ communicate them to you the  
“ your determination may be  
“ upon without delay.”

The Resolutions are as follo

“ RESOLVED,

“ That every Captain of On  
bound, do Sleep on board his  
her arrival until her Cargo be c  
That he do constantly attend  
Ship's Cargo in person, except  
necessary for him to be at the  
Counting-house on actual busin

“ That where it is convenient  
Hatchways to the between L  
open, and also that the Passage  
Decks be closed on the sides.”

“ RESOLVED,

“ That such Capt

the evening, at which time they do make a point of being present, and of seeing their dress carefully searched for concealed sugar."

*Further Resolution of the West-India Merchants, of the 20th July, 1798.*

"RESOLVED,

"That the Masters and Mates of West-India Ships be requested to give a Signed List of the number and marks of the Casks and their Contents, delivered from the ship into each Lighter to the Constable who attends the Lighter to the Quay, and that the said list be afterwards given to the Superintendant at the Quays, and that he be directed to enjoin the Quay Guards to attend the safe landing of the Casks from each Lighter."

SECT. XVIII.—*Regulations respecting Quays, Wharfs, and Wharfingers.*

By the Statute of 13 and 14 Charles II. cap. 11, It is enacted, that if any Keeper of any Wharf, Crane, or Quay, or their Servants, shall knowingly suffer to be taken up or landed, or shall ship off, or suffer to be water-borne, from their Wharfs, &c. any goods prohibited, or whereof any duties are payable, without the presence of the Officers of the Customs, or at times not appointed by Law, or Goods passing by Certificates, Waste, Coquet, or otherwise, without notice given to His Majesty's Officers, every such Wharfinger forfeits 100l. and if any Goods shall be taken from  
the



**TREATISE ON**

... be carried on board any Ship outward-  
... of any Ship arriving from For-  
... a Warrant and Presence of an  
... such Boat shall be forfeited,  
... or any Mariner of any Ship,  
... thereto, shall Forfeit the

... Person shall assist in Shipping off  
... such Goods, he may be appre-  
... Warrant of a Justice of the Peace,  
... till he find Surety for Good  
... charged by the Barons of Ex-  
... a Severe Offence a pe-  
... two Months' Imprisonment


... of 20 Geo. III. cap. 108, If any  
... 10 Geo. III. cap. 108, If any

Receipts for the same, if required ; and every Barge-Master is to lade and forward the same according to the Priority of the Entry in the Wharfinger's Book, without any undue Preference, except in case of Goods of a perishable Nature, under Penalties not exceeding 5l. or less than 20s.

SECT. XIX.—*Respecting the Hiring of Seamen.*

By the Statute 2 Geo. II. cap. 36, It is incumbent on every Ship-Master, or other Person hiring Seamen, that they require such Seamen, after they are entered Three Days, if in Foreign Trade, or *immediately*, in the Coasting Trade, to Sign an Agreement, declaring the Wages and the Voyage. Ship-Masters taking Mariners to Sea (except Apprentices) without such an Agreement, shall forfeit 5l. per Man to Greenwich Hospital.

And by the same Statute, Ship-Masters arriving in any Port of Great-Britain shall pay their Seamen, if in Foreign Trade, within 30 Days, and in Five Days if in the Country Trade, after the Vessels being entered at the Custom-house.

 See Section XVI. respecting the Offences committed by Seamen, pages 577, 578.

SECT. XX.—*Respecting Encroachments and Nuisances on the River Thames.*

The Water-Bailiff (for the time being), acting under the Authority of the Lord Mayor, as Conservator of the Rivers Thames and Medway, and of every

*Erecting Wharfs—Making  
Continuing or Increasing A  
Stages—Erecting Walls—  
Planting Oziers—Laying  
the River by throwing out  
other Article—Or Obstructin  
Lighters and Craft in improp  
son committing any of the  
enumerated, or any other C  
Encroachment, Nuisance, or  
Prosecution by Indictment,  
Conservancy, and to Fine o  
of Conviction.*

The Act of 6 Geo. II. is  
important Police Regulation,  
a penalty of 5l. any Ballast  
River, and directing that it s  
*vide § XIII.*) be landed abo  
or laden into the

or out of any Barge or Lighter, forfeits, on conviction, 40s.

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Under the foregoing heads will be found the leading features of the most prominent Rules and Regulations, which either apply locally or generally to the Port of London.

In cases where a more full explanation is found necessary, by a reference to Acts of Parliament, an Index is here furnished to such Statutes as relate immediately to the Penalties which ought to be avoided, and to Offences which are meant to be controlled.

If the Compendium thus offered to the attention of Commercial and Nautical People, and to the Public at large, shall prove useful as a Directory; whereby Penalties and Forfeitures may be avoided by a due attention to the Laws and Regulations made for the good Government and Security of the Trade of the River Thames, and for the general Benefit of the Navigation, Commerce, and Revenue of the Port of London, the object of the Author will be fully accomplished, and the time and pains he has bestowed in digesting and forming these Regulations, amply rewarded in the good effects they may produce.

And also by a more general  
existing penal Statutes relative  
in *particular*, and to nautical.

The last of these objects is  
in the general and interesting  
the most important Laws and  
penal Police, as they relate to  
and Revenue.

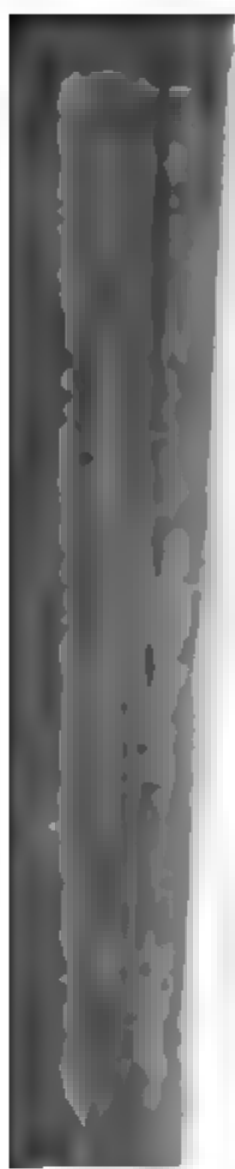
For the accomplishment of  
mediate advantages which are to  
permanent the system of Pol  
formed, and so successfully carried  
Legislature must be resorted to.

Of the importance of the ob  
form a true estimate. Next to  
and appropriate Laws to promote  
comfort of society, is the estab  
regulated Police to carry such I

and *Merchandise* amounts to the enormous value of Seventy Millions Sterling,\* floating *inwards* and *outwards* in the course of a Year.—Where 13,400 Ships and Vessels arrive and depart within the same period, while no less than 22,500 Vessels of all descriptions form the aggregate number in this Trade of unparalleled magnitude, employing above Fifty Thousand Individuals in various nautical pursuits, it would seem evident that *a permanent Police applicable to this object*, alone must be a desideratum, in the attainment of which is involved the security of Commercial Property, against Fraud and Depredation; the Improvement of the Public Revenue; the Preservation of the Privileges of Innocence; and the Renovation of the Morals and Habits of the present and future Generations engaged in nautical Pursuits on the River Thames.

\* See Page 23.

FINIS.



## APPENDIX,—No. II.

## LICENSED KEEPERS OF BUMBOATS.—1800.

<i>No. of Boats.</i>	<i>Names.</i>	<i>Residence.</i>
1.	Edward Martin . . .	Gravesend.
2.	Peter Hunter . . .	Queen's-head-alley, Wapping.
3.	David Mitchell . . .	St. Catharine's.
4.	Thomas Green . . .	Narrow-street, Limehouse.
5.	James Irving . . .	Ship-street, Wapping.
6.	James Weden . . .	Stone-stairs, Ratcliffe.
7.	Henry Thorne . . .	Woolwich.
8.	Richard Rounsen . . .	Shadwell.
9.	Henry Ford . . .	St. Catharine's.
10.	John Smith . . .	Cherry Garden.
11.	John Ross . . .	Shadwell.
12.	Blake Robinson . . .	Rotherhithe.
13.	William Williams . . .	Cherry Garden.
14.	Sarah Aiken . . .	Love-lane, Shadwell.
15.	Charles Fetcher . . .	Shadwell.
16.	John Crighton Walker,	Limehouse.
17.	Henry Grely . . .	Shadwell.
18.	John Read . . .	Greenwich.
19.	James Fielder . . .	Greenhithe.
20.	Thomas Aldis . . .	Limehouse.
21.	William Slade . . .	Trinity-yard, Ratcliffe.
22.	Thomas Laidler . . .	Shadwell Dock.
23.	John Thomas . . .	Trinity-yard, Ratcliffe.
24.	David Cromarty . . .	New-street, Shadwell.
25.	Henry Nelson . . .	Shadwell Dock.
26.	Peter Isbister . . .	Ratcliffe Cross.



<i>No.</i>	<i>Name.</i>	<i>Residence.</i>
21.	Page . . .	Rotherhithe.
22.	James Nicholls . . .	Greenwich.
23.	Samuel Haggins . . .	Trinity-yard, Ratcliffe.
24.	David Sanders . . .	Middle Shadwell.
31.	David Mackenzie . . .	Gravesend.
32.	Peter Johnson . . .	Shakspeare-walk.
33.	Cuthbert Bowren . . .	Greenwich.
34.	Timothy Donovan . . .	Limehouse.
35.	Peter Mear . . .	Ratcliffe Cross.
36.	Thomas Miller . . .	Shakspeare's-walk.
37.	John Steward . . .	Limehouse.
38.	Nicholas Grafton . . .	
39.	David Mills . . .	Wiltshire-lane, East Smithfic
40.	George Wallace . . .	Gravesend.
41.	George Harding . . .	Fountain-stairs.
42.	Richard Maynard . . .	<i>ditto.</i>

LICENSED BUMBOAT KEEPERS.

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<i>No. of Boats.</i>	<i>Names.</i>	<i>Residence.</i>
59.	James Strahan . . .	Greenwich.
60.	James Neale . . .	St. Catharine's-lane.
61.	John Wells . . .	Rotherhithe.
62.	Nathaniel Brown . .	<i>ditto.</i>
63.	John Simmons . . .	Gravesend.
64.	Peter Branburg . . .	King-stairs, Rotherhithe.
65.	Robert Moor . . .	Limehouse.
66.	William Bradley . .	Raynham, Essex.
67.	William Murphy . .	St. Catharine's.
68.	Thomas Hill . . .	<i>ditto.</i>
69.	William Bristow . .	Rotherhithe-stairs.
70.	Patrick Conaghton . .	Trinity-yard, Ratcliffe.
71.	Robert Grace . . .	St. Catharine's-lane.
72.	Thomas Berry . . .	Hermitage.
73.	Daniel Nowlan . . .	St. Catharine's.
74.	James Stafford . . .	Broad-street, Ratcliffe.
75.	John Burgess . . .	Trinity-yard, Ratcliffe.
76.	Joseph Hornsby . . .	Shakespeare-walk.
77.	Joseph Dyckes . . .	Woolwich.
78.	William Smith . . .	<i>ditto.</i>
79.	William Cochran . . .	King-stairs, Rotherhithe.
80.	Thomas Byrne . . .	New-street, Shadwell.
81.	Leonard Johnson . .	Gravesend.
82.	Henry Gibson . . .	Greenwich.
83.	Robert Flemming . .	Stone-stairs.
84.	Robert Fox . . .	Shadwell Dock.
85.	Walter Walker . . .	Narrow-Street.
86.	Thomas Norman . . .	Bermondsey.
87.	Charles Stewart . . .	Shadwell Dock.
88.	George Stroughts . . .	Ratcliffe Cross.
89.	Thomas Young . . .	Wapping.
90.	James Connell . . .	

97. William Crudin . . .
98. Richard Turner . . .
99. Richard Hatter . . .
100. William Woffor . . .
101. Samuel Spooner . . .
102. Alexander Bennitt . .
103. Edward Brown . . .
104. William Clements . .
105. John Munns . . . .
106. Henry Foster . . . .
107. Thomas Collins . . . Mil
108. Daniel Lamberd . . . Gran
109. John Turner . . . .
110. William James . . . Grec
111. Andrew Gain . . . . Gran
112. John White . . . .
113. Daniel Moor . . . .
114. Anthony Hopkins . .
115. Miles Jewel . . . .
116. James Bass . . . .
117. Barnard Wilton . . . Woo

# **LICENSED BUMBOAT-KEEPERS.**

**Q13**

<i>Names.</i>	<i>Residence.</i>
Wilson . . .	Rotherhithe.
Dowley . . .	Salisbury-street, Rotherhithe
venson Branden,	Gravesend.
Lamb . . .	Wapping.
Redmond . . .	Tower Hill.
Cruden . . .	Gravesend.
istram . . .	Lower Shadwell.
s Conter . . .	Bouking, Essex.
s Beattie . . .	Shadwell.
Devereux . . .	Queen-street, Limehouse.
in Plummeridge	Horslydown.
Butcher . . .	Northfleet, Kent.
e Looby . . .	Spring-street, Shadwell.
Byrne . . . . .	<i>ditto.</i>
is Wilmott . . .	Gravesend.
w Devorix . . .	Middle Shadwell,
ah Dennett . . .	Gravesend.
Buikc . . . . .	Shadwell.
m Haycock . . .	Shad Thames.
Loft . . . . .	Gravesend.
Forster . . . . .	Woolwich.
Lawler . . . . .	St. Catharine's,
d Harvey . . . .	<i>ditto.</i>
d Rony . . . . .	Shadwell,
Scallion . . . . .	<i>ditto.</i>
Nood . . . . .	Bermondsey
Large . . . . .	Rotherhithe.
Dawson . . . . .	Shadwell,
s Redmond . . . .	<i>ditto.</i>
as Terney . . . .	Ratcliffe,
e Conner . . . . .	Shadwell.
r Kensello . . . .	<i>ditto.</i>
Rawlings . . . . .	Gravesend,

## No. III.

*Report from the Committee of West-India Merchants to the Admiralty and Owners of Ships, trading from the West-India Port of London.*

THE Committee of West India Merchants, finding every Regulation which they have suggested, and every Expedient which they have adopted, ineffectual to check the enormous Depredations to which the homeward bound Cargoes of West-India Ships are actually subject in the River Thames, and these Depredations having of late increased in a very alarming manner, not only affecting the interest of the Planter and the Merchant, but also that of the Ship-Owner and the Revenue, have submitted to his Majesty's Ministers a Plan of Police and Vigilance adapted to the Port of London, in which the energy

With this particular view it has been determined, that a Marine Police Office shall be forthwith established at No. 259, Wapping New-Stairs, being as near as possible the Contre-Point where the Ships usually discharge,—and that there shall be two distinct Departments comprehended within the Institution, namely,—

1st. A Police Department where Magistrates shall preside for the purpose *only* of taking cognizance of Offences committed on the River and its vicinity, and to which shall be attached a superintending Magistrate, a resident Justice, a Clerk, a Chief Constable, and Fifty Petty Constables, to be increased to a Hundred if occasion require.

2nd. A Department for Lumpers, to which will be attached a Superintendant of Lumpers, a Cashier to receive the Lump-ing-dues from the Owners of each Ship, and pay Wages,—a Collecting-Clerk, and perhaps a Book-Keeper.

3rd. That the resident Magistrate shall sit every Day, Morning and Evening, (Sundays excepted,) and shall particularly direct his attention to the means of detecting and punishing Delinquents and preventing Crimes.

4th. That the Constables, besides the ordinary duty attached to their situation, shall act as Watchmen, properly armed, on board each Ship under Discharge. They shall be selected from the best men that can be found; and, to prevent any corrupt practices, will be occasionally changed from Ship to Ship. The duty of these Constables will be to search all Lumpers when they go on Shore in the Evening, and to apprehend and bring to Justice every person discovered conveying any Article clandestinely out of the Ship or Vessel committed to their charge. That they shall be visited Morning and Evening by the Chief Constable, who shall see that each Petty Constable executes the duty assigned him; and, if not, to report his conduct to the superintending or resident Magistrate, that

the system, and without which  
never be completely rescued from  
and disgraceful Depredations u  
which has arisen out of the presen  
sels. It is therefore proposed to  
ruinous and destructive to the  
discharge West-India Ships by m  
be attached to the Marine-Police  
be employed in rotation, and vi  
board the Ship, under a reputable  
Foreman, who shall be answerat  
dispatch of Ships. But, great as  
may unquestionably be expected  
its success will depend on the supp  
Owners as well as the Merchan  
closely to this new Institution; an  
conform to the Rules established fo  
in the River; and to discharge  
Lumpers than those who are regist  
Establishment.

It is with peculiar satisfaction tha

tered, will therefore be a clear profit to the Ship; and, estimating this Depredation at the very low rate of a  $\frac{1}{4}$  Cwt. of Sugar per Hogshead, it is obvious, that the saving to Ship-Owners, in the Port of London only, will, in One Year, amount to upwards of £.10,000, on the single Article of Sugar imported, exclusive of other Merchandise.

The Merchants and Ship-Owners, interested in the prosperity of the West-India Trade and the Port of London, are therefore invited to afford their utmost assistance in giving effect to this new and useful Establishment, by entering into a Resolution to discharge their Ships only by means of Lumpers registered at the Marine Police-Office. It is therefore earnestly requested, that all Merchants, Ship-Owners, in the West-India Trade, or Agents for Ship-Owners, who approve of this Institution, and who are desirous of giving it effect, will be pleased to apply to the superintending Magistrate at the Marine Police-Office, No. 259, Wapping New-Stairs, by Letter or personally, as soon as possible, that it may be precisely known who are to be considered as disposed to attach themselves to the Institution, and to avail themselves of the benefits which it holds out.

*Committee-Room, Marine-Society's  
Office, June 26, 1798.*



## No. IV.

MINUTES of a Meeting of the Committee of West-India Merchants, held at the Marine-Society's Office, in Bishopsgate-Street, on Friday the 22d of June, 1799: containing *Important Considerations, relative to the Effect of the present Plan, and Propositions for discharging the Cargoes and the Tackle, Apparel, and Stores, of West-India Ships, upon a Plan advantageous to all concerned.*

At a Meeting of the Committee of West-India Merchants, held at the Marine-Society's Office, in Bishopsgate-Street, on Friday the 28th of June, 1799.

Mr. CORQUHORN, superintending Magistrate of the Marine Police Office, laid before the Meeting a Report, containing *specific Duties, relative to the Organization, Management, and*

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and Gr 19.

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and Vi. 0-1

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Victual this  
house 17

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and H 1- f

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from Hospital Stairs round to opposite Perry's Docks, Blackwall.

River in this lent

Marine Police Office, be printed and sent to the Merchants and Ship-Owners, trading from the West-Indies to the Port of London."

The Marine Police Office, established in June 1798, has a two-fold object : To procure a speedy and regular discharge of West-India Ships by registered and approved Lumpers, under the control of the Office ; and to protect the Property in every stage of the Discharge, from the moment the Ship arrives at her Moorings to the final delivery of the Goods at the King's Beam, by means of a Civil Force attached to the Police Department.

The efficacy of the System adopted for the attainment of these ends being universally admitted, it is unnecessary to enlarge upon it : To the expence only attending its execution objections have been started ; and on this score much misconception and unjust prejudice have prevailed. The amount of the Rates, as settled last year by the West-India Committee, has, in some instances, been complained of as an exorbitant charge for Lumping ; and in others, as a still more unreasonable remuneration for Protection from Plunder : But it should be recollected, that both these services are included in the charge, and it is presumed are effected without any increased expence to the Ship-Owner ; who, on the contrary, derives protection for his Ship, her Tackle, and Stores, from the River and Quay Guards, to which expence he contributes nothing.

The Lumping Rates have been ultimately settled on the lowest Terms, for which honest labour can be procured for daily wages. A Ship-Owner could not therefore obtain it at a cheaper rate, unless in cases where an adequate indemnification for the abatement can be obtained by the Plunderage of the Cargo. The remainder of the expence incurred for Ship-Constables cannot be deemed an additional burden, since those furnished by the Office are only efficient Substitutes for very inefficient

...they contracted to lump out, remunerate themselves by Plunder. fore, does not consider it possible to the expence of working out a Ship, sent Systems, by a simple reference respective Bills; yet they cannot doubt Dues, now settled with the Lumper are carefully perused, they will be cost and economical.

It appears to this Meeting, from the been produced, that thirty-eight indignation of Contractors for lumping out vious to the Establishment of the Marine employed Foremen; and, having seen same time, seldom attended in person. That, under the New System, sixty Lumpers, who either constantly attend it their business to superintend the Labour were taken into the employment of the sworn and instructed, besides twenty.

The remaining fifteen were either excluded as impure characters, or declined the employment, either from a dread of the consequences of the oath of fidelity, and the control, or from the encouragement given them by those, who did not or would not, see the advantages held out to them by the Institution. The new Master Lumpers have been in training for a year ; and, as they usually work along with the Labourers they employ, and are tied down by specific rules and an oath of fidelity, besides the direct control of the Surveyors, this Meeting is of opinion, that they are likely not only to be able to work at a cheaper rate, but also to conduct the operations of the Discharge with more purity, and with a greater attention to the interest of those, who are concerned either as Ship-Owners or Proprietors of the Cargoes. The average Expence on two hundred and eleven Ships worked out under these Master Lumpers appears, from the Documents produced at this Meeting, to have been 31*l.* 16*s.* 1*d.* per Ship, which does not seem to warrant the opinions which have been formed of the great increase of expence attached to the New System ; nor is it fair to impute to this System those unavoidable charges, which may have arisen from the delays occasioned by the want of Lighters and the crowded state of the Quays ; a Contingency, which nothing but extended Conveniences can remove. The Question submitted by this Meeting to Ship-Owners, and to the Trade at large, is,—

“ Whether, *all circumstances considered*, the expence is not as moderate as could reasonably be expected, as a proper remuneration,—not for *criminal* but *honest Labour* ?” And whether, after the great labour which has been bestowed in systematizing this Design, and in forming a new class of men, more likely (from personal attention, and from being under control) to conduct this branch of the business of the Port with honesty and œconomy, it is not decidedly the interest of Ship-Owners, as Guardians of the Property of their Employers, to attach themselves to an institution, where a Chain of Protection is established,

foreigners in permitting the Port  
to be open to Depredation, while  
accessible.

For the purpose therefore, of at  
to remove from the minds of all  
to the Institution, from the exerting  
the Depredations, which have a  
Concerns and the Floating Wes  
Thames, the following Propositions  
and Ship-Owners :

1. That Master Lumpers, on  
bands or their Agents, will be  
Officer of the Institution who  
with whom the Parties applying  
own agreements, either on the Terms  
Dues already mentioned, or as may  
with the benefit of the Protection  
such Master Lumpers, who shall  
sworn to fidelity, and placed under  
the prices agreed on for specific Labour  
and that two Constables are also :

II. That on depositing 2s. per Ton, when any Ship is thus placed under the Protection of the Office, the Owners will be relieved of the trouble of paying the Lumpers weekly, which, in most instances, will be necessary where Master Lumpers are employed, who perform the work themselves; and who, on this account, will deserve a preference, although they may be unable to advance money till the work is finished.

III. In all cases where money is deposited, a faithful account shall be kept of the same; and an exact statement of payments and disbursements furnished each Ship's Husband after the Discharge, containing a specific statement or account of the advances to Master Lumpers and Constables, and the sums paid to each on a final settlement, (unless Ship's Husbands should signify a wish to make such final settlement themselves.) And, in consideration of the expence of *Officers and Clerks*, who must be employed in this Department, *to engage Lumpers, adjust Accounts, and attend to the general detail of the Business*, a charge only of five per-cent. on the whole money disbursed shall be made, and the exact balance, as the case may be, either paid or received, so as to render it clear to Demonstration, that no benefit whatsoever rests with the Institution, inasmuch as the five per cent. on the Disbursements will be more than exhausted by the additional salaries to Officers and Clerks; and other expences which would not be incurred, independent of the Discharging System.

IV. In cases where Ships' Husbands may not incline to place their Ships under the immediate charge of the Office, it is recommended to them to attend particularly to the Police Rates, which have been found, by experience, to afford only a fair remuneration to those who are in the habit of performing a part of the labour themselves. Where separate agreements are made, it is recommended that the parties contracting shall be sent to the Office, for the purpose of having their names registered, and of being sworn to Fidelity. This will cost nothing, while it  
may

Office, shall be entitled to the h  
inspection of the Boat Surveyors  
also to the assistance of such Sur  
in occasionally overlooking the  
in promoting whatever may con  
patch. In preventing the unnec  
in checking Pillage and Embezzl  
but also of the Stores and Materi

Finally, It is to be understood,  
are not placed under the immedi  
neither the advantages above-stati  
tion and Preventive Police, which  
has already been found so salutary:  
either to the *Stores, Tackle, App*  
is thus shewn that no extra Expen  
not immediately apply to the Lu  
this Expence, while it is extremely  
economy and purity in the Discl  
this Committee entertain hopes, t  
themselves of the benefits which i  
Owners and Merchants, and also



## No. V.

**RULES** *Explanatory of the Expence which will be incurred in discharging West-India and other Ships in the River Thames, and Conditions to be performed by Lumpers, Ship-Owners, and the Marine Police Institution. 2d July, 1799.*

*Conditions to be performed by Master Lumpers.*

It is understood, that all Master Lumpers, who undertake to discharge Cargoes, shall be sworn to Fidelity, and shall agree to follow the Rules and Orders of the Magistrates for the prevention of Pillage and Plunder; and particularly, that they shall assist the Police Constables in searching the Lumpers when they go on shore. That each Lumper shall carry with him his breakfast and dinner, and shall not be permitted, on any pretence whatsoever, to leave the Ship while under Discharge, until the work for the day is finished; and that small beer shall only be furnished at the Ship's expence. That every exertion shall be used to promote dispatch in discharging the Ship, and to prevent the wilful breakage of Casks, whereby Sugars, Coffee, or other articles, may be spilled or wasted. And farther, that the said Master Lumpers shall select good and proper Labourers, and be careful that they shall have no Apparel-calculated to conceal Plunder, nor any Jiggers, Bladders with nozles, Pouches, Bags, Socks, or Vessels of any kind, whereby Plunder may be obtained and conveyed away. To begin to Work at Six o'Clock in the Morning, and not to leave off till Six o'Clock in the Evening, during the Six Summer Months; and from Sun-Rise to Sun-Set, during the Six Winter Months. To be allowed Half an Hour to Breakfast and One Hour to Dinner.

	s.	d.
For every Pocket of Cotton . . . . .	0	3
For every Hundred Hides . . . . .	4	6
For every Ton of Logwood, Mahogany, Fustic, and other Dye-Woods . . . . .	3	6
For every Elephant's Tooth . . . . .	0	2
For every Cask of Ginger, from 2 to 3 cwt. . . . .	0	4
For every Cask of Castor-Oil . . . . .	0	10
For every Lancewood-Spar . . . . .	0	2
And for every Hogshead of Sugar from Mar- tinique, and other Captured or Foreign Islands, where the Weight upon an Average does not exceed 11 cwt. or thereabouts . . . . .	0	8

The Rum, Cotton, Coffee, and other Articles, on board of Ships from the Conquered or Foreign Islands, to be paid for according to the General Table.

*3d. Rates to be paid for extraordinary Work out of the Common Course.*

I. In all cases where Rum Casks are struck into the hold of any Ship or Vessel, after being hoisted upon Deck, an allowance of 4*d.* per Puncheon, and 2*d.* per Hogshead, to be made for this extra Work ; to be paid for on production of a Certificate from the Commanding Officer on board at the time by the Master Lumper. And this charge to be incurred as often as the said Rums are hoisted up or lowered down into the Hold ; excepting in cases where a specific agreement is made on lower Terms, to be certified as to the amount by the said Commanding Officer.

II. In cases where any Foreman Lumper shall be directed to perform any labour, not already specified under the head of *Ordinary and Extraordinary Work*, a specific agreement shall

	s.	d.
For every Pocket of Cotton . . . . .	6	3
For every Hundred Hides . . . . .	4	6
For every Ton of Logwood, Mahogany, Fustic, and other Dye Woods . . . . .	6	6
For every Elephant's Tooth . . . . .	6	2
For every Cask of Ginger, from 2 to 3 cwt. . . . .	6	4
For every Cask of Cassia . . . . .	6	10
For every Lakenest . . . . .	6	2
Add for every Hogshead of sugar from Mal- ta . . . . .		
For every Hogshead of sugar from Tahiti . . . . .		
For every Hogshead of sugar from Guatemala . . . . .	5	8

Now, when the sugar is sold, the value of  
the sugar is to be added to the value of  
the other goods.

	s.	d.
For every Pocket of Cotton . . . . .	0	3
For every Hundred Hides . . . . .	4	6
For every Ton of Logwood, Mahogany, Fustic, and other Dye-Woods . . . .	3	6
For every Elephant's Tooth . . . . .	0	2
For every Cask of Ginger, from 2 to 3 cwt. .	0	4
For every Cask of Castor-Oil . . . . .	0	10
For every Lancewood-Spar . . . . .	0	2
And for every Hogshead of Sugar from Mar- tinique, and other Captured or Foreign Islands, where the Weight upon an Average does not exceed 11 cwt. or thereabouts . . . . .	0	8

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II. In cases where any Foreman Lumper shall be directed to perform any labour, not already specified under the head of *Ordinary and Extraordinary Work*, a specific agreement shall be

from unloading the Cargo, &  
the Decks when required; and,  
the Ship to be completely washe  
quired, and the Ship left in eve  
Where Rum makes a part of  
struck down and placed in a pro  
hoisted upon Deck to clear the S  
or other Goods.

*Nota. For these specific Servi.  
the undertaking Lumper, in all cas  
shall be registered under 250 Ton  
shall be 250 Tons and upwards, &  
Guineas, and no more.*

*2d. Specific Rates to be paid*

For every Hogshead of Sugar  
Islands . . . .

For every Tierce of Sugar 1

For every Puncheon of Rum

For every Hogshead of Rum

	s.	d.
For every Pocket of Cotton . . . . .	0	3
For every Hundred Hides . . . . .	4	6
For every Ton of Logwood, Mahogany, Fustic, and other Dye-Woods . . . . .	3	6
For every Elephant's Tooth . . . . .	0	2
For every Cask of Ginger, from 2 to 3 cwt. . . . .	0	4
For every Cask of Castor-Oil . . . . .	0	10
For every Lancewood-Spar . . . . .	0	2
And for every Hogshead of Sugar from Mar- tinique, and other Captured or Foreign Islands, where the Weight upon an Average does not exceed 11 cwt. or thereabouts . . . . .	0	8

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I. In all cases where Rum Casks are struck into the hold of any Ship or Vessel, after being hoisted upon Deck, an allowance of 4d. per Puncheon, and 2d. per Hogshead, to be made for this extra Work; to be paid for on production of a Certificate from the Commanding Officer on board at the time by the Master Lumper. And this charge to be incurred as often as the said Rums are hoisted up or lowered down into the Hold; excepting in cases where a specific agreement is made on lower Terms, to be certified as to the amount by the said Commanding Officer.

II. In cases where any Foreman Lumper shall be directed to perform any labour, not already specified under the head of *Ordinary and Extraordinary Work*, a specific agreement shall

of or discharging the Cargo, and  
the Decks when required; and, after  
the Ship to be completely washed,  
required, and the Ship left in every  
Where Rum makes a part of the  
struck down and placed in a proper  
hoisted upon Deck to clear the Ship  
or other Goods.

*Nota. For these specific Services &  
the undertaking Lumper, in all cases w  
shall be registered under 250 Tons; a  
shall be 250 Tons and upwards, then 1  
Guineas, and no more.*

*2d. Specific Rates to be paid for*

For every Hogshead of Sugar from  
Islands . . . . .

For every Tierce of Sugar from

For every Puncheon of Rum from

For every Hogshead of Rum from



	s.	d.
For every Pocket of Cotton . . . . .	0	3
For every Hundred Hides . . . . .	4	6
For every Ton of Logwood, Mahogany, Fustic, and other Dye-Woods . . . . .	3	6
For every Elephant's Tooth . . . . .	0	2
For every Cask of Ginger, from 2 to 3 cwt. . . . .	0	4
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... agreed for the  
a part of the general Disbursement  
Ship's Husband on a final adjustm

I,

perused the Rules laid down by the  
and the different Allowances and Ex  
dinary Labour, do declare myself s  
ness my Hand, this                      day of

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A Provision for Cases, where, from  
Condition of the Cargo of any Ship,  
licable to find Lumpers, who will  
any specific Rates, which may be  
orbitant; or where, from the bad  
Packages, it may not be the Inter  
Consignees to resort to the usual M

When a Ship is so peculiarly c  
much care and circumspection in th  
from damage, or the bad condition  
in that case the Unlading of the S  
D. . .

stables shall be applied for, to protect the Cargo, and the Tackle, Apparel, and Stores, of the Ship; and two Shillings per Ton shall be advanced for the purpose of defraying the weekly Wages of the Lumpers, until the amount can be finally adjusted. Each Constable to receive 2s. 6d. per day, and 2s. 6d. per night; to be reduced to Half-pay after the first week, during the period the Ship is not working. The full amount of the actual Disbursements, *and no more*, shall be ultimately paid by the Ship Owners, with 5 per cent. on the same, to defray the extra Expences incurred by the Lumping System.

*Conditions to be complied with by the Marine Police Institution.*

I. A faithful account shall be kept of the Disbursement of the Money deposited, and an exact statement of the same furnished to the Ship's Husband, and the Balance of the Amount either paid or received when the Discharge is finished; placing against such deposit the actual advances made to the Lumpers and Constables, with 5 per cent. on the Amount of the Disbursements, to defray the expence of the Officers and Clerks, who must necessarily be employed to conduct the Lumping Department; every pecuniary benefit to the Institution being disclaimed.

II. In all cases where Ships are placed under the Cognizance of the Institution by means of Constables and Lumpers, such Ships, with their *Cargoes, Tackle, Apparel, and Stores*, shall be entitled to the daily and nightly inspection of the Boat Surveyors and River Guards, gratis; and also to the assistance of such Boat Surveyors (being old Ship Masters) in occasionally overlooking the progress of the Discharge, and promoting whatever may contribute to Security and Dispatch. Where Ships are not placed in this manner under the Institution, no assistance or protection whatsoever can be afforded.

*I approve of the Rates and Conditions herein-before mentioned  
in Behalf of the Owners of the Ship*

*Witness my Hand, this      Day of*

and truly serve our Sovereign  
Office of a Constable for one ye  
charged, or shall cease to be in th  
Police Institution, for the purpos  
Felonies, Larcenies, and Misd  
and Lighters, in and upon the Ri  
not directly or indirectly to conni  
but to seize and detain the Offens  
self or others in any act of Crim  
regular and punctual in the exec  
formity to the Instructions which  
trates.—That you will not recei  
Money, Goods, or Property of an  
tion of your conniving at any crim  
of concealing any evil practice wi  
knowledge ; but shall conduct your  
in the execution of the duty assign

And you further swear, that you  
our Sovereign Lord King George  
Crown and Dignity, against all his  
soever, and obey the orders of the  
--

take your regular turn of duty in perambulating the River Thames from London Bridge to Blackwall, agreeably to a rota which is laid down.—In executing this duty, it is expected and required that you should be regular and punctual, departing from the Station at the back-stairs of the Office at the precise hour that is fixed ; and after visiting every part of the Pool and the different tiers of Shipping and Craft in that part of the River which is within the limits assigned you, for the number of hours specified in the rota of duty, then you are to return again to your Station at the Office, to be succeeded by the other Surveyors, whose duty commences at the period that yours is completed : so that at all times, both by day and night, there shall be constantly two Boats upon the River.

*Article 2nd.*—In executing this important trust, it is required of you to be watchful and vigilant in detecting and apprehending all persons offending against the Laws now in being, respecting Felonies, Larcenies, and Misdemeanors, committed on the River Thames within the limits prescribed.

By the Act of the 2nd George III. cap. 28, You are authorised “ to apprehend and to detain all persons on board of any *Bumbout*, and also to seize, search, and detain in some place of safety such *Boat*, and the Tackle, Apparel, Furniture, and Lading thereof; and the person or persons so apprehended, shall, (as soon as conveniently may be,) be conveyed before the Justice or Justices having Jurisdiction. In all cases where such Bumboats shall Navigate on the said River Thames, for the purpose of Selling, Bartering, Exchanging, or exposing to Sale, to and among the Seamen and Labourers employed in and about Ships, Vessels, and other Craft in the said River Thames, any Liquors, Slops, Tobacco, Brooms, or any Fruit, Greens, Gingerbread, or other such like Ware: or who shall Sell, Barter, or expose to Sale as aforesaid, such Articles, in or from, or out of any Bumboat or other Boat, other *than and except such Boats as shall be entered in the Office of the Trinity Corporation*, and shall be used and navigated for the purposes aforesaid

aforesaid in the day time between *Sun-rising and Sun-setting only*. Or where persons navigating such Boats as aforesaid, shall take in Exchange, or by way of Barter, or shall unlawfully receive or procure to be delivered to them, any *Ropes, Cordage, Tackle, Apparel, Furniture, Stores, or Materials*, or any part of the Cargo or Lading of any Ships or Vessels in the said River Thames: Or in cases where any Bargeboat or other Boat shall be found Navigating for the purposes aforesaid, from London Bridge to the Lower Hope Point, and shall not be entered by the Owner, or Owners thereof, with the Corporation of the Trinity-house, and who shall not have marked his or their Christian and Surnames, and place or places of Abode, on the said Boat."

That all such Offenders on being brought before the Justice or Justices, *may be dealt with as the Law directs*.

The said Act also authorizes you, "to stop, search, and detain in any place of safety, any Boat which there shall be reason to suspect, has any *Ropes, Cordage, Tackle, Apparel, Furniture, Stores, Materials*, or any part of any Cargo, or

to steal the same ; and to convey such Offenders before the Justice or Justices as aforesaid," *to be dealt with according to Law.*

By the Act of the 32nd Geo. II. cap. 16, You are authorised to give information to a Justice of the Peace in all instances where you discover any Ship-Master, or other person, receiving or putting on board any Ballast, without having previously made a due entry of the same at the Ballast-Office of the Trinity Corporation ; and who have not paid to the said Corporation one penny per Ton for the same, or who shall receive or put on board any Ship or Vessel any greater quantity of such Ballast than shall be so entered and paid for.

By the same Act, you are authorised to give Information in all cases where Vessels inward bound shall unlade or throw out Ballast in the River, and shall not land the same on some common Wharf or Quay near the same, at the expence of the Owner or Master, or into Lighters belonging to the said Corporation.

In the execution of these duties, you are protected by the said Act of 2 Geo. III. against all persons attempting to obstruct you :—It being enacted, "*that all persons so obstructing, and all such as shall act in their assistance, shall, on conviction on the oath of two credible witnesses, be transported for seven years.*"—It becomes therefore your duty, when such Offences are attempted, first to warn the parties of their danger, and if an actual obstruction takes place, to bring the Offender to Justice.

*Article 3d.*—In the course of your duty upon the River, if you should discover that the Master or Commander of any Ship or Vessel (contrary to the Act of 5 Geo. II.) outward-bound, shall receive on board any Gunpowder, (not being a Ship in His Majesty's Service,) in any part of the said River above, and not against or below Blackwall, you are authorised to lodge an Information against the Offender or Offenders, that they may be dealt with according to Law.

And in like manner, if (contrary to the said Act,) you discover that the Master or Commander of any Ship or Vessel  
inward

which vessel, (except in vessels  
from, or to be exported to any place  
the same may be seized, unless in  
pounds in each, and hooped with  
also, unless such Powder is in closed  
Vessels, and covered besides with  
the Powder so seized in such case  
forfeited to the use of the person :

And further, (if contrary to the  
that the Master or Commander of  
King's Service,) lying between London  
shall permit any Gun to be fired  
Sun-setting, or where Guns are fired  
of such Vessels in any part of the  
like manner to lodge an Informant  
be dealt with according to Law.

And if you shall in like manner  
said Act,) that any person or person  
Vessel in the said River, between  
wall, shall heat or melt, or cause  
or melted by Fire, Loggerhead, or  
head of a Ship, or any other



exceedingly watchful respecting Fires, both on board of Ships and on the Wharfs; and for this purpose, if your suspicion should be excited by any appearances indicating any evil designs upon the Shipping or Warehouses, by having Combustibles in their possession, or by any other act that may denote an intention to do mischief, you will carefully watch such persons, and when such intentions are clearly ascertained, you will prevent the evil by apprehending the Culprits before they have been able to carry their diabolical designs fully into execution, and convey them before the Magistrates.

*Article 5th.*—In case of Fire or any appearance thereof in any Ship or Vessel on the River, you will instantly adopt the most effectual measures for extinguishing it, by giving notice to those who have the charge of the Engines upon the River, and by calling to your aid as many Officers as can be found in the Service of this Institution, and employing the whole of the Boats in whatever service may be necessary to remove Shipping and to prevent the extension of the danger.

*Article 6th.*—In your daily and nightly Perambulations on the River, and particularly in gales of Wind or Snow-storms, if you at any time discover Ships, Vessels, or Craft, drifting, or in danger, you will consider it to be your indispensable duty to give your utmost assistance in securing them, by warning the persons on board of their danger, and aiding in securing their Vessels: and in all cases where Vessels or Craft, are drifting without any person on board, and particularly such Vessels as are laden, it is expected and required of you, that you will take charge of them and remove such Vessels or Craft to some place of safety, leaving a Guard upon the Property, until proper notice can be given to the Owners.

*Article 7th.*—In your general Surveys on the River, you will keep a watchful eye upon Ships under discharge, particularly Vessels from the West-Indies, not placed by their Owners under the charge of the Institution, and not benefiting on this account by the Preventive System, which attaches to Ships  
guarded

—This authority enables you  
pers or others from Ships in gen  
*Night Plunderers.*—*River Thieves*  
*stealing Goods from outward-bound Sh*  
*Craft.*—*Thieves in the practice of* .  
And other Acts authorise you to det  
Cordage, Cables, Buoy-Ropes, &  
*landing Goods from his Majesty's Sh*  
not in the King's Service, having  
Blocks, Metals, Stores, or Material  
thereon.—Or persons committing M  
to Gunpowder, Guns shotted, heatin  
Combustible Matter, or lading or dis  
to the Laws herein before mentioned.

*Article 8th.*—Wherever information  
is excited of any evil practice being  
Ship, Vessel, or Craft, or in or ab  
Place, or Slip, on the banks of the Ri  
are to be used in watching those point  
pose of either preventing the misch  
bringing the Offenders to Justice.

to corrupt your integrity or to withdraw you from the strict line of your duty, in the execution of which, the utmost *zeal, vigilance, prudence*, discretion and sobriety, must on every occasion be manifested, never resorting to acts of severity or harshness when it can be avoided, and on no account using Arms but in your defence.—In your intercourse with the Revenue Officers, you will conduct yourself with the utmost civility and propriety, and render them every assistance in your power.

*Article 10th.*—You are to insert in your Diary all the occurrences of the day and night while you have been on duty, and report the same to the Magistrates every morning: and you are also to collect in a *General Report*, to be delivered once every Quarter on the day your Salaries are paid, a detailed account of the Specific Services you have performed during the preceding three months, under the following heads, viz.—1st. *The evils you have prevented.*—2nd. *The number of Offenders you have detected, and of these the number convicted.*—3d. *The Ships, Vessels, and Craft, which by your vigilance, have been preserved when drifting in the River.*—4th. The general state of the River with respect to security, and every other information which may be connected with your Official Duties, that nothing may be withheld from the Magistrates, leaving them to act upon such information as they shall judge proper.

PARTICULAR INSTRUCTIONS to Marine Police Surveyors, to whom is assigned the duty of visiting Ships where the Owners or Consignees thereof have requested Ship-Constables to be stationed, or who have applied for Lumpers to discharge the Cargo.

*Article 1st.*—In all instances where Ships discharging Cargoes under the cognizance of this Institution, are placed under your particular charge, with Marine Police Officers on board for the protection of the Cargo, you are required to visit such Ships at least once every day, and also once during the night, noting down in the Officers' Book the hour you visited the Ship,

enforce the following Regulations

- 1st.—That the Printed Caution, is fixed on the Mast of your charge.
- 2nd.—That the Caution against Drunkenness is fixed up in a conspicuous place.
- 3d.—That the Advertisement for Sweepings and Scrap is known.
- 4th.—That the Constables in each division, are furnished with a sufficient number of the Book of Instructions, and also the Lighter Pass-Book.

It will be your particular duty to see that a Copy of the Book of Instructions for Ship Constables, and to see that they are punctually performed, and to report to the Magistrates every instance where they are not, or incapable; at the same time bring to the notice of the Magistrates the conduct of such Officers as are

of advice and information, which may arise from your local and nautical knowledge in facilitating the discharge, in preventing unnecessary expences, in controlling every disposition manifested on the part of the Lumpers, to injure the Casks and Packages, or to lay or execute plans for obtaining Plunder.

Where disputes arise between the Commanding Officer on board, or others, and the Lumpers, you will use your best endeavours to compose and reconcile all these differences, that the Work may go on with expedition and harmony.

You will at no time remain longer on board of any one Ship than the nature of your duty requires, and on no account longer than you can be employed usefully to the Institution.

*Article 3d.*—It will be your duty to keep an attentive eye on all Lighters receiving Sugars and other Goods from Ships under your charge, that no evil practice may be permitted to go on while lading; and afterwards to see that each Lighter is furnished with a Tarpaulin to protect the Cargo from damage; and also, that no Lighterman is suffered to loiter and wilfully to lose the Tide.—And further, that a Marine Police Constable with a Printed Bill properly filled up, shall always accompany each Lighter.—And if Tarpaulins are wanting, or any thing amiss respecting the arrangements established with respect to Lighters, shall come to your knowledge, you will report the same immediately to the Magistrates.

*Article 4th.*—In your nightly Surveys of the River, for the purpose of visiting the Ships of your division, you will also visit the Wharfs where the Lighters with Sugars, and other Commercial Property are lying, not only for the purpose of seeing that every thing is safe, but also as a check upon the Police Guards stationed upon the Quays and on the said Lighters, who are to be hailed, and if not found upon duty, their want of vigilance to be reported next morning.—And on boarding the different Ships in your division, during which, if  
any

Officers and persons, &c.  
directed to the Port of London in  
of Commercial Treasury, in partic-  
lar in the execution of those  
may receive from the Magistrates  
every day, & that you are to  
granted, or it is expected, in your  
will be expected. And that while  
River, these exertions can only be  
success in detecting Offenders, and

---

INSTRUCTIONS to Lord-Officers  
*For the Inspection, seeing, hearing  
and hearing Depositions under  
the 27th Geo. III. cap. 29.*

You are constantly to keep in  
have taken a Solemn Oath "in  
Almighty God," That you shall  
Sovereign Lord King George in  
one year, or until you shall be

and in seizing and apprehending persons who may have in their possession any part of the Stores, Furniture, or Cargoes of the said Vessels or Craft which may reasonably be suspected to have been stolen : And all other duties connected with your situation as Thames Police Officers.

In the execution of the Office, and powers with which you are thus invested, you promise and swear to conduct yourselves with the utmost purity, discretion, and vigilance.—That you are not directly or indirectly to receive any Money, Goods, or Property of any kind, or the promise of any reward for, and in consideration of your conniving at any criminal or improper design, or concealing from the Magistrates any thing injurious to the ends of Public Justice, or the prevention of Criminal Offences.—And further, that you shall bear true allegiance to our Sovereign Lord King George, and defend his Person, Crown, and Dignity, against all his enemies and opposers whatsoever ; and obey the Orders and Instructions of the Magistrates presiding at the said Marine Police Office—so help you GOD.

1st.—You are ever to keep in view, that in executing the duties of your Office, you are to demean yourself with the utmost propriety and decorum, and with the greatest attention to accuracy, prudence, and discretion.

To permit no temptation to seduce you into a state of intoxication, on pain of immediate dismissal : you are never to be off your guard, or manifest any harshness or severity in the execution of your duty, while at the same time you conduct yourself with zeal, firmness, and caution, in all matters intrusted to your care, taking the Laws of the Land constantly for your guide.

You are on no occasion to shew your Arms with a view to excite terror ; and they are never to be used on any occasion but in your own defence.

and detained all and every person  
be suspected of having or carrying  
*Ropes, Cordage, Tackle, Apparel*  
or any part of any Cargo or  
received from or out of any Ship  
and also, to seize and detain  
Merchandise, Goods, Stores, &  
as conveniently may be, con-  
veyed, to be conveyed before  
Justices of the Peace for any County  
or place adjoining the said River

4th.—By Virtue of a Search  
the 2nd Geo. III. cap. 28, granted  
legal Jurisdiction, you are duly  
search any Dwelling-house,  
Garden, and place; and if any  
shall be found therein, suspected  
ly, or taken from any Ship or  
cause the same to be deposited  
and also, to cause the Person  
Whoever



Officers in general) it will be proper, that you call upon some Officer acting for the time being, as a Constable or Headborough in the Parish or Place where the Warrant directs you to search, that he may be at all times present, aiding and assisting in the said search.

5th. If in the course of your duty in patrolling the Streets, Lanes, Slips, Passages to the River, and other Places within your Jurisdiction, you discover or receive informations, which may enable you to discover and ascertain, that any Person or Persons, who shall have purchased or received any part of the Cargo or Lading of any Ship or Vessel, or any Goods, Stores, or Things, of or belonging to any Ship or Vessel in the said River, knowing the same to be stolen or unlawfully come by, or shall privately buy or receive any such Goods, Stores, or Things, or any part of such Cargo or Lading, by suffering any Door, Window, or Shutter, to be left open or unfastened, between Sun-setting and Sun-rising, for that purpose, or shall buy or receive the same in a clandestine manner, from any Person or Persons whatsoever: You shall forthwith lodge an information before the Magistrates, that legal steps may be pursued to bring the Offenders to Justice.

6th. In executing the Laws which have now been explained to you, the utmost attention must be paid to the Jurisdiction of the Lord Mayor and Aldermen of the City of London. If an Offence is committed in your view, within that Jurisdiction, the Party offending must be immediately handed over to a City Officer, (unless you are yourself a Constable within this Jurisdiction) and by him carried before the Lord Mayor or some other of the Aldermen, who are alone authorised to take cognizance of the Offence: It will, however, be your duty on such occasions, to attend as a Witness to maintain your charge, and to give evidence.

*In executing occasionally the Duties of extra River Officers.*

1st. You are authorised by virtue of your Deputation, under

or procure to be delivered to them, any Ropes, Cordage, Tackle, Apparel, Furniture, Stores, or Materials, or any part of the Cargo or Lading of any Ships or Vessels, in the River Thames.—Or in cases where any Bum boat, or other Boat whatsoever, shall be found Navigating for the purposes aforesaid, in the River Thames, from London Bridge, to the Lower Hope Point, shall not be entered by the Owner or Owners thereof, with the said Trinity Corporation, and who shall not have marked his or their Christian and Surnames, and place or places of abode, on the said Boat, as the Law directs.

3d. If in the course of your duty upon the River, you shall detect any Person or Persons in the act of Cutting, Damaging, or Spoiling any Cordage, Cable, Buoys, Buoy-Ropes, Head-Fast, or other Fast, fixed to any Anchor or Moorings belonging to any Ship or Vessel at Anchor or Moorings, in the River Thames, or any Rope used for the purpose of Mooring or Rafting Masts or Timber, or shall be aiding or assisting therein with an intent to steal the same; you will forthwith apprehend all such Offenders, and convey them before the Magistrate, to be dealt with according to Law.

*Nota.*—The said Act of 28 Geo. III. cap. 28, *having* enacted that in case any Person or Persons acting in the execution of any of the powers granted by the same, shall be obstructed therein, every Person so obstructing, and all such as shall act in their assistance, shall on conviction, upon the oath of two credible Witnesses, be Transported for Seven Years. It becomes your duty to warn Offenders of the nature of the punishment, and in all cases where such obstructions are afterwards experienced, to bring the Offenders to Justice as the Law directs.

4th. In your perambulations on the River, you will avail yourself of your local knowledge in carefully watching all points

“ ment; for the special and express purpose, and no  
 “ other, of detecting Felonies, Larcenies and Mis-  
 “ demeanors, in Ships, Vessels, and Lighters, in and  
 “ upon the River Thames. That you are not directly  
 “ or indirectly to connive at any of the said offences;  
 “ but to seize and detain the offenders, when detected  
 “ by yourself or others in any act of criminality.  
 “ That you are to be vigilant and attentive in watch-  
 “ ing the conduct of all Persons who may be sta-  
 “ tioned on board of any Ship or Vessel, or in any  
 “ Lighter, where you may be called upon to execute  
 “ the duty of a Watchman, whether Lumpers em-  
 “ ployed in discharging the Cargo or others, that no  
 “ pillage or plunder may be committed without  
 “ bringing the delinquents to Justice. That you  
 “ will not directly or indirectly receive any Money,  
 “ Goods, or Property, of any kind, for and in con-  
 “ sideration of your conniving at any criminal and im-  
 “ proper design, or suffer the same to take place; that  
 “ you shall not conceal any evil practice which comes  
 “ within your knowledge, but shall conduct yourself  
 “ with the strictest fidelity and honesty in the execu-  
 “ tion of the duty assigned you. And further, that  
 “ you shall bear true allegiance to our Sovereign Lord  
 “ King George, and defend his Person, Crown, and  
 “ Dignity, against all his enemies and opposers what-  
 “ soever, and obey the orders and directions of the  
 “ Magistrates presiding at the Marine Police-Office,  
 “ and all others whom they may set over you.”

Oath of Vi-  
gilance.Oath of Fi-  
delity.Oath of Al-  
legiance, and  
Obedience  
to the Magis-  
trates.

And which ORDERS and DIRECTIONS, in the  
mean Time, are these following:

I. YOU will ever keep in View, that in con-  
 sequence of the Authority with which you are now  
 invested,

Rules for  
proper Con-  
duct.

command the respect  
of the Ship where you  
to you at least an  
Regard as the Revenue  
Officers, armed with  
least equal to them ;  
deserve such rank, as  
placed in you, by a p  
your part to every person  
the Revenue-Officers ;  
will give every assistance  
respect of others, take  
Sobriety and  
Decency. respect to yourself, by  
avoiding disputes and quarrels  
and decent in your per  
mitting, without grumbling  
and to such fare as circums  
sidering your duty as the  
attention.

\* In all cases where it  
Surveyor, or when

II. As soon as you enter the Ship which is as-  
signed you, it must be your first duty to see that the  
printed paper now delivered, entitled **A CAUTION**,  
be nailed, pasted, or fastened, to the Main-Mast;  
and that you suffer no person to remove or take it  
down, until the Ship is completely unladen; and that  
you, or your colleague, read it aloud every morning,  
while the lumpers are at breakfast, or when they  
come first on board, that those who cannot read it  
themselves may not pretend ignorance; and that you  
also paste up, and read in the same manner, the  
caution against *Sweepings* and *Scrapings*, that no  
Person may be allowed to appropriate, to their  
own use, any article whatsoever, whether sugar,  
coffee, or any thing else, which may drop into the  
hold from the casks and packages.

A Caution  
against Pil-  
lage and  
Plunder to  
be fired on  
the Mast.

Caution a-  
gainst steal-  
ing Sweep-  
ings and  
Scrapings.

III. Your next object must be to inspect the ship  
narrowly, and to turn your attention to all the Points  
of danger whereby plundered articles may be con-  
veyed into boats, such as the *Quarter-Gallery*, the  
*Stern* or *Cabin-Windows*, the *Head-Rails of the Ship*,  
the *Cabin-Scuttle*, the *Forecastle*, the *Port-Holes*, the  
*Fore-Scuttle*, and every open Place; and, when boats  
are along-side, an additional degree of vigilance must  
be exercised, to see that no part of the cargo is clan-  
destinely taken away. Before the discharge com-  
mences, the hatches ought to remain battened  
down, as well as every other place leading to the  
hold, or between decks, where the Cargo is deposited.

Points of  
Danger in  
the Ship,  
from whence  
Plunder may  
be conveyed,  
to be watch-  
ed.

VI. When the Lumpers come on board to begin  
to discharge, your attention must be particularly di-  
rected to their dress, to see that they have no frocks  
nor wide trowsers, jamies, or under-waistcoats with  
pouches; and that no bags or empty stockings are

Lumpers to  
be examined  
and also  
Coopers,  
when they  
come on  
board and  
go ashore.

brought

of concealing Sugar,  
other small articles.

Boats co-  
ming on  
board to be  
carefully ex-  
amined for  
implements  
of plunder.

V. Be careful in e  
on board, to see that  
*Pumps, called Jiggers*  
ing Rum, is brought  
should be discovered co  
Steerage, Cabin, or a  
your duty to seize the  
Surveyor, at his next v  
to the Marine Police  
apply to Jamies with F  
Stockings, and Beer-C  
with Porter, which, h  
turned full of Sugar.

The Duty of  
Constables  
explained  
while the  
Discharge of  
the Ship is  
going on

VI. While the Disc  
it will be the duty of y  
ever can write best,) to  
an account of all the C  
put into the Lighter,  
Book, as your attention

and insert the same in the printed, weekly, daily, and Tide or Way Bill, which last goes along with each Lighter to the Quays. You will receive a sufficient number of these bills, and it will be the duty of the Constable, who is on deck, to note down in his Check-<sup>On Deck,</sup> Book the *Name of the Lighter*, the *number of the casks*<sup>and</sup> *and other packages on board*, and when she departed from the Ship, and to what Quay she is sent. And, while this duty is executing on deck, the other Constable must be constantly in the hold, attending to the <sup>in the Hold.</sup> unstowing of the cargo, and keeping a watchful eye on the Lumpers and Coopers, that they do not wilfully break casks and packages for the purpose of spilling *Sugar, Coffee, Pimento, Ginger*, and other Articles, with a view to plunder; and, upon its appearing to you that they are carrying such evil intentions into execution, (which has been too often the case heretofore,) you will apprise the Master-Lumper, (who is a sworn Officer as well as yourself,) and also the Captain or commanding Officer if on board, that a check may be given to it; and it will also be your duty to give the same information to your Surveying Officer on his next visit.

On no account are you to allow your attention to be taken off your duty, or your vigilance to be suspended for one moment by performing any labour on board the Ship, as a Lumper or otherwise, on pain of immediate dismissal and the forfeiture of all wages due at the time; and it appearing to have been a practice for Lumpers and others to conceal bags of Sugar and other Articles under the Ballast, when working in the hold with a view to remove it after the discharge is finished, you will be particularly watchful to prevent this, and to examine the Ballast as soon as  
you

stantly, by virtue of  
and apprehend such O  
Articles stolen in sal  
comes on board, or i  
Marine Police-Office,  
fenders may be dealt w

Lanterns to  
be lighted  
during the  
Night.

VIII. It will be  
after Sun-set every N  
are lighted and hung u  
Gangway, and there t  
Day-break. You an

Night-Duty  
of Constables  
explained.

are to watch constantly  
to relieve one another  
may be settled betwe  
Account to accept of t  
watch in your Stead,  
there are strong reasor  
Design. In this man  
occasions, beeh decei  
on. Besides, it will  
that the Police-Survey



neglect of duty, you will forfeit not only all the Wages which may be due at the time, but you will be stigmatized as unworthy of the trust reposed in you, and you will be stript of your Deputation as a River-Officer, and instantly brought on shore and discharged with Disgrace.

The Consequences of Neglect of Duty, immediate Dismission.

IX. On no account are you to permit Boats to hang upon the Bows, Quarters, or along-side of the Ship in which you are stationed, without complaining to the Captain or Chief Officer on board; and, if he will not remove them, you will note the same down, for the information of the Police-Surveyor and the Magistrates; and, in all such cases, you and your Colleague may justly suspect that Boats so detained, are kept for some evil design, and therefore it will be your indispensable Duty to watch them narrowly, and to seize and apprehend all Persons carrying away any part of the Cargo in a Clandestine Manner.

Boats not to be permitted to hang upon the Ship.

X. In executing this and every other Duty, you will conduct yourself with all possible civility to all persons, and particularly to the Captain, Mate, and Revenue-Officers, and allow neither to have the least cause of complaint against you on this or any other account.

Civility to the Captain, Mate, and Officers, recommended on all occasions.

XI. As soon as a Lighter is laden, either you or your Colleague must attend it to the Quay, carrying with you the printed Way-Bill already mentioned; and, on your arrival at the Quay, you will call out for the Police-Guard, and deliver the Lighter into his Charge, with the printed Bill of the Cargo, and take his Receipt on your Check-Book for the same; and, when so done, you will return immediately to your Ship, and report to your Surveying-Officer, on his next Visit, what you have done. And as it has heretofore

The Duty of Officers, having Charge of Lighters, explained.

lose the Tide, but  
fast as possible ; an  
permitted to come on  
Quays, especially in  
watchful of their C  
rally for some mis  
above all, be carefu  
without having suff  
Respecting  
Tarpaulins. Cargo from Rain.

will be your Duty to  
Mate, and to shew  
after this, no Attent  
Sugars, you will imm  
fice, or report it to y

Constables  
may use  
arms in  
their own  
defence, but  
not other-  
wise.

XII. The Auth  
River Officer, ought  
to enable you to execu  
Case of Resistance,  
which, however, is i  
your Defence ; and  
prudent Officer has se

XIII. It being the Practice of the Magistrates to <sup>Constables examined separately by Magistrates, as to their conduct while on Duty.</sup> examine all Constables very strictly and minutely after the Discharge of the Ship in which they are stationed, and also to call for their Check-Books, it will be creditable to you, and also a great recommendation to future Employment, if this Book shall appear to be distinctly and accurately kept, and that you shew your vigilance by noting down every Particular that occurs, and also every insult offered you by Revenue-Officers or Mates, which will always be properly noticed, and Redress given, provided it appears that such Insult was not provoked by any improper conduct on your part.

XIV. If it is discovered that you quit your post, either in the Ship or Lighter, while property is under your charge, *without leave*, or before another officer takes your station, your wages will be forfeited, and you will be instantly dismissed the service. If you are moreover discovered to be asleep, or not upon Deck in the Lighter, you will instantly lose your situation.

XV. Lastly, you will observe, that, in order to <sup>Rule established for full Pay and Half-Pay to Constables</sup> establish a just Rule whereby those Constables on board of Ships, which are quickly discharged, may be upon an equal footing with others who remain for a great length of time doing nothing, that it has been settled by the Magistrates, that the following Rule shall take place in future relative to the payments of wages, namely,

☞ That full pay, or 5s. a day, shall be paid to each Constable for the first seven days, and afterwards half-pay, unless on those days when the Vessel shall discharge any

set at out of  
until again c  
the Magistrate

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#### **SUPPLEMENTA**

- 1st. In all cases where  
pear to have taken p  
Lighter, under you  
gistrates reserve a po  
to be forfeited, in c  
Felony or Larceny a  
lance on your part ;  
dismissed the Service  
Occasional Officers.
- 2d. If any thing should co  
lative to any mal-pract  
per conduct on the pa  
you are bound, by your

time will be forfeited, and you will be dismissed the Service.

- 3d. If any Officer shall, after the solemn oath he has taken, and in opposition to these Instructions, prove so base and infamous as to be concerned himself in stealing or pilfering any part of the Cargo, Provisions, or Materials of the Ship he is appointed to Guard, however small or trifling the same may be ; or shall, by aiding and abetting others, suffer such felonious practices to take place, or shall enter into an agreement with Revenue Officers, Mates, Lumpers, Watermen or others, for the purpose of Plunder, such Officer shall, on detection, be apprehended as a Felon, and proceeded against with the utmost rigour of the Law, at the expence of the Institution.

FINALLY,

- 4th. As the whole success of the design depends on the purity and integrity of the Officers employed, and as it is the firm determination of the Magistrates to allow no act of delinquency to escape their notice, and to use every means in their power to detect and bring to light every evil practice, or gross neglect, on the part of the Officers they employ, it is understood that a reward will be given, wherever fair and proper information is given, which shall ultimately lead to conviction.—At the same time let it also be understood, that wherever an Officer is discovered to have conducted himself meritoriously, and with honesty and fidelity, he will be ranked as a *preferable Officer*, and will receive every possible encouragement from the Magistrates.

**INSTRUCTIONS to Quay G**  
**Marine Poli**

You are ever to keep in you  
a deep impression on your mind  
on the *Holy Evangelists* of  
" faithfully discharge your duty  
" Wharfs, and Lighters, on w  
" the Port of London, for the p  
" perty, during the time you sh  
" of the Marine Police Instituti  
" ing Felonies, Larcenies, and l  
" committed on Goods and Merc  
" or near the said Quays or Whar  
" And you further promise an  
" fully execute the orders and in

“ to commit acts of pillage; and on the detection of such  
 “ Offenders, immediately to secure them, and hand them over,  
 “ with the property stolen, to a Constable of the City of  
 “ London, or some Peace-officer, having legal authority, where  
 “ the offence is committed, for the purpose of being conveyed  
 “ before the Lord Mayor, or other Magistrate having jurisdic-  
 “ tion, to be dealt with according to Law.

“ And you further swear that you will not, directly or in-  
 “ directly, receive any Money, Goods, or Property of any  
 “ kind, for, and in consideration of your conniving at any  
 “ criminal or improper design, or suffer the same to take  
 “ place in consequence of any promise of a reward; but con-  
 “ duct yourself with the strictest fidelity and honesty in the  
 “ discharge of all the duties assigned you,

“ So help you GOD.”

*Article I.*—You will have a particular station assigned you by the Superintending Surveyor of the Quays, which station you are not to quit, on pain of immediate dismissal, until you are regularly relieved.

*Article II.*—As often as a Marine Police Constable accompanies Lighters with Goods, making a part of the Cargoes of Ships protected by this Institution, you will receive the Lighter Bill or Bills from such Constable, and note down in your Check-Book the day and hour when the said Lighter or Lighters arrived, making also a similar memorandum in the Constable's Book, whose duty it will be to return immediately to his Ship, and then all such Lighters must be the object of your immediate attention, particularly in the night-time, so as effectually to prevent idle and suspicious persons from going on board on pretence of scraping the casks, (which must on no account be suffered,) or with a view to obtain plunder.—And that such Lighters may be sufficiently protected against depredation, it is

...against the weather.

*Article IV.*—Wherever you  
racters lounging upon the Quay  
others, who gather in crouds,  
fusion, with a view to obtain  
exertions to drive them away,  
as possible, and thereby enable  
their business with the greater  
picious characters from having :

*Article V.*—When any pill  
within the jurisdiction of the  
the delinquent, and hand him  
stolen articles found in his posse  
carried before the Lord Mayor  
will also appear at the proper  
fence committed ; and when sir  
Counties of Middlesex or Sur  
hand over the offenders to the  
to be carried before the Justice  
Counties. before whom



spillings of Sugar, Coffee, or other Articles; and when you see such practices going forward, you will instantly apprise the Wharfinger of the same, that means may be taken to prevent it.

*Article VII.*—When large quantities of Sugars, or other Goods, are piled upon the Quays and Wharfs where you are stationed, you will be doubly diligent in your duty, by moving constantly round them, so as to prevent Persons in search of Plunder from having time to carry their evil designs into effect

*Article VIII.*—When visited and hailed in the night by the Police Surveyors on the River, you are to be regular in answering their call.—Any neglect or omission, in this respect, will be construed into an absence from your Post, and will not only occasion a forfeiture of your Wages then due, but will, if actual absence is proved, occasion your immediate dismissal from the Service.

*Article IX.*—In the execution of your duty, you'll conduct yourself with the utmost civility and attention to the Revenue Officers and Wharfingers, and afford to each every assistance in your power when required.

*Article X.*—You'll make a regular Report of every occurrence to your Surveyor; who is hereby instructed to form the same into a General Report, for the Inspection of the Magistrates.

You will keep yourselves constantly sober, and use no intemperate or provoking language to any person, and be particularly careful never to shew your Arms, or to use them on any occasion, but in your own defence. It is, at the same time, expected that you are to be firm, vigilant, and alert in the execution of your duty, and to use every prudent endeavour to protect the property under your charge from *Waste, Plunder, or injury of any kind.*—And where such injury is sustained by carelessness

person who conducts himself  
tection and encouragement, at  
The good services of such magistrates, while those who are  
and inattentive in the execution  
discharged to make room for others

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**INSTRUCTIONS to Waterman  
rins Police Institution,  
the Authority of the A.**

HAVING taken a Solemn Oath  
reposed in you as a Waterman  
trates of this Institution, and a  
of Misbehaviour ; it is expected  
all times sober ; and that you will  
upon your duty, as hereafter en

I. You are to be punctual

dismissal : or of having your wages due from the preceding week, either mulked, or totally forfeited, at the direction of the Magistrates, according to the circumstances of the case.

II. In the execution of your Duty, you are to conduct yourself, at all times, with the utmost prudence and discretion. You are to be vigilant and attentive in detecting unlawful practices on the River, and firm and active in the apprehension of offenders. In executing this or any other duty, no insolent or violent expressions are to be used; nor are you permitted on any pretence, to utter profane Oaths or Imprecations, or return any bad language for the abuse you may receive upon the River. If you are assaulted or obstructed in the execution of your Duty, on lodging a Complaint before the Magistrates, the law will afford you a ready remedy. At no time are you to make use of arms but in self-defence, and never until you are attacked, and have no other means of securing yourself against danger.

III. On all occasions where you know or receive information of any illegal or felonious act, either actually committed, or intended to be carried into effect upon, the River Thames, you are to give notice of the same immediately to your Surveyor, or in his absence to the House Surveyor or the Magistrates.

IV. You are to consider your powers and duty to be confined wholly to offences committed on the River : (always under the direction of your Surveyor :) This, however, is not to preclude you, when so directed, from following Offenders detected on the water, and even to apprehend them after they land if not practicable before ; but in no other case are you to interfere.

V. You are hereby directed to be particularly careful of the boat in which you are employed as a rower, and to see that such boat is never placed in a situation to receive injury. It is also your duty to pay due obedience to the orders of your Surveyor, and to secure the *Oars, Boat-hook, Tilt*, and all other articles,

Lastly—As the Surveyors are  
ports of the good or bad conduct  
this Institution, it is to be un-  
conduct themselves meritorious  
encouragement from the Magist  
vices to be registered ; on the  
are careless and inattentive in th  
who act contrary to these instru  
make room for others more deseri

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**INSTRUCTIONS to Master I**  
*engagements to discharge St*  
*of the Marine Police Instit*

HAVING taken a solemn Oath  
reposed in you as Foreman of

breakage of casks and packages ; but that with a view to detection, you will regularly search or assist in searching all Lumpers on their leaving the ship in which they are employed. Having further promised and sworn to obey the Orders and Instructions of the Magistrates with a view to the prevention of all abuses in the discharge of the ships and vessels assigned you. In complying with these solemn engagements you are carefully and punctually to attend to the following

## INSTRUCTIONS.

I. You are to comply strictly with the Conditions explained in the printed Rules, to be subscribed by the Ship-master and yourself, on your first undertaking the discharge. You are to select the best men that can be found, both as  *HOLDERS* and  *Deckers*, rejecting all who are known to be notorious bad characters. You are to stipulate with each Lumper you employ, that he shall carry with him his breakfast and dinner on board, and shall not be permitted, on any pretence, to leave the ship until the work for the day is finished, that every exertion shall be used to promote dispatch in discharging the ship, and in preventing the wilful breakage of Casks, whereby Sugar, Coffee, or other articles may be spilled or wasted.

II. You will be careful that the Lumpers you employ shall have no apparel with large pouches or pockets, calculated to conceal plunder ; nor any small pumps known by the name of  *Figgers*,  *Bladders* with  *Nozles*, pouches, bags, socks, or vessels of any kind, whereby plunder may be obtained, concealed, and conveyed away. If such articles are found, it will be your duty to detain the same, and convey information immediately to the Magistrates, and in the mean time to give charge of the Offender or Offenders to the Ship Constables.

III. It is understood that during the six months from Lady-Day to Michaelmas, you are to begin working at Six o'Clock in the Morning, and not to leave off until Six in the Evening:  
And

quired—and then to proceed in the ship to be washed completely in good condition, and the fire- the Commanding Officer on b

V. In cases where Rum m Puncheons and Hogsheads in struck down and placed in a pr sampled, or if necessary, to be h for the discharge of Sugars, and

VI. During the discharge of under your controul, it will bec all times, or to depute a trusty absence, for whom you are to be

VII. As a Master Lumper of this Institution, it is to be be subject to the occasional who are to inspect your conduc ever appears to them to be ami

And if it shall be found that you act in any respect unworthy of the trust reposed in you, you will be dismissed from the employment.

Lastly, The Superintendant of Lumpers for the time being, is instructed to make regular Reports of the good or bad conduct of Master Lumpers in the service of this Institution. It is to be understood, that all who conduct themselves meritoriously, will receive protection and encouragement from the Magistrates, who will order their services to be placed upon a register to be kept for the purpose, in the Office for Lumpers.

On the contrary, such Master Lumpers as shall appear careless or inattentive, or shall act corruptly or contrary to the Instructions herein contained, will be immediately discharged to make room for others who are more deserving.

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**GENERAL OBSERVATIONS** *on the whole of the preceding Instructions, to the Officers of the Marine Police Institution.*

ON considering these Instructions, as they apply to the various classes of Officers employed in the different Departments of the Institution, the Reader will observe how much anxiety is discovered, not only to ensure prudence and discretion in the execution of their Duty, but also to guard them against impurity and improper conduct.

To attain this object, not only have these Instructions been promulgated at different times, as experience suggested new objects requiring the attention of Magistrates; but they have been unceasingly accompanied, and enforced by the strongest injunctions, as often as occasions occurred, where such injunctions became necessary.

Yet,

prompt and severe..

As the system has matured, & developed. Doubtful and inefficient charge has been preferred to be entertained, that by degrees & cable, as will secure a faithful trusts reposed in the various O system heretofore devised admits investigation, combined with the Spanish.

. The whole of these Instructions and the nature of this part of length than might otherwise seem the information which it conveys great Commercial Ports. It is applications which have been made tion, from Liverpool and Hull, (published,) as well as from other property passes in transit, that mankind ever similar temptations exist, and



merchandise, to a great extent, is in the course of being either laden or discharged.

It is painful to the feelings of a benevolent mind, to witness so many instances of this species of turpitude; but as the object of the Author, in all that has been recorded or suggested in this Work, is to put a period to the evil, by mild and lenient measures of prevention, it must prove in effect a real act of humanity to those who have been already contaminated, and who, by the means now suggested, shall be restrained from a repetition of similar offences, which might ultimately lead to severe punishments, to the ruin of themselves and their innocent offspring.—Nor is it to be considered as less productive of good to those hitherto untainted, who, but for such an Institution, might have been unguardedly seduced from the paths of honest industry, into a situation equally deplorable and calamitous.

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## No. VII.

*Marine Police Establishment, No. 250, Wapping New-Stairs, under the sanction of Government, and at the earnest desire of the*

**MERCHANTS AND SHIP-OWNERS.**

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### A CAUTION.

FOR the express purpose of rescuing the Port of London from the great injury and disgrace which has arisen from the enormous Pillage and Plunder which has heretofore prevailed on board of West-India and other Ships, and in Lighters conveying Cargoes on shore, as well as upon Legal Quays where  
Goods

...Spirits, Rum, Coffee, &c  
or any article whatsoever, con  
Materials, of any Ship or Vess  
bring all Offenders to Justice, w

It is therefore hoped that this  
description of persons either on  
on board of Ships under discha  
from making free even with the  
other articles, as, in case of dete  
nothing can prevent the ignomin  
and the ultimate punishment in

---

No. V

*Summary view of a Bill for  
tion of depredations on*

EXPLANATORY IN  
THE Bumboat Act &c

What the Act contributes, is confined to penalties and legal powers. The Office furnishes civil Guards, properly equipped and armed, for the execution of those powers. The expence of these Guards being defrayed by a single branch of the Trade, (viz. the West-India,) out of twenty-eight and more that may be distinguished, the immediate effects of the protection afforded by them, have of course been confined to that single branch of Trade.

To substitute, to this scanty and occasional detachment, a more permanent as well as stronger force, commensurate, in point of numbers as well as funds, to the extent of the demand as furnished by the whole Trade, (not to speak of his Majesty's floating property,) is one main object of this Bill:—to give the requisite extension of those penalties and those powers, is the other. From what has been done by the one, with such inadequate means, as well as under numerous disadvantages, what would be done with adequate means, legal as well as pecuniary, may be inferred.

In proportion as the following sketch is summary, the wording could not but be loose: but in the Bill itself, nothing can exceed, in point of anxiety, the care that has been taken for the security of innocence, and for divesting power of the faculty of abuse.

If explanations of the grounds of the Bill, in point of reason and experience, be desired, they may be found, in a degree of detail rather beyond what is most customary, in the preambles, by which several of the Sections are introduced.

#### PROVISIONS OF THE BILL.

I. GENERAL PREAMBLE.—Power to his Majesty to establish a Police-Office, at or near Wapping New-Stairs, under the name of the *Thames Police-Office*. Three Justices, (two of them to sit constantly,) with special powers herein-after mentioned, under the name of Special Justices, § 1. Provisions

on application by persons interested  
owners of Constables, for ins.  
Constables. Power to the Lord  
to the Trinity House, to do.  
§ 3 and 4.

III. For defraying all such  
as are over and above the expenses  
(the Fund for that purpose be  
of The Office Fund, a peculiar  
Thames Police Guard Fund; to  
Duties, imposed on the several  
specified proportions, adjusted to  
§ 5. 9. 10. 11. Payment secure  
til a proper Certificate of payment  
raised, not to exceed 10,000l. p  
to any amount. § 9. For this,  
Commissioners, termed The Th  
to be chosen, one out of each of  
Persons contributing to the Fund  
the body of Commissioners—Pre

Meetings may be called by the Special Justices. § 13. Powers for appointing Subordinates, viz. Collector, Treasurer, Cashier, and Auditors; the Auditors out of their own number, and unpaid—Powers to Auditors for examining upon Oath. § 12. —For manifest unfitness, a Commissioner may be suspended by his brethren; and, on their representation, dismissed by King in Council. § 51.

IV. Provisions for securing the good behaviour of Working Lumpers, (labourers employed in the lading and unlading of Ships,) and their Masters.—The Master Lumpers not to act without a licence granted by the above Commissioners, or the Special Justices.—Licence discretionary, as in case of Ale-Houses. § 15. Working Lumpers, not without being registered. § 16. Working Lumpers, quitting work, punishable as other labourers are, under 6 Geo. II. cap. 25. § 18. Power to Commissioners to make regulations for the Government of Lumpers. § 19. Lumpers' Contracts, as particularized under heads, to be registered at the Office, for the purpose of ascertaining the conditions of the engagement, thereby preventing disputes, and rendering the parties responsible and forth-coming. § 20. Special Justices to be furnished with the names and abodes of the Lumpers employed on board each Ship; as also of the Coopers, Watermen, and Lightermen. § 21.

V. Power to Commissioners for making certain regulations relative to apparel, by prohibiting habiliments contrived (as at present) for secreting plunder; and for establishing distinctions visible at a distance, between persons having business on the spot, and persons not having business; and between persons in authority, and persons not in authority. § 17.

VI. Provisions specially applied to Ships.—Ship-Constables

to be stationed by the Special Justices, on certain terms, at the instance of Owners or Consignees. § 23. No Person to be charged for as a Watchman, who has not been sworn in as a Ship-Constable:—Any fit person recommended by the Ship's Husband, shall be made a Ship-Constable. § 28. Powers to the above Surveyors, for visiting Ships, directing the Ship-Constables, and inspecting the conduct of Lumpers, Coopers, &c. § 24. Ship-Masters to keep tattered up all the Avenues to the Hold, but one, and that too, when goods are not discharging. § 22. Powers to the Ship-Masters and Master-Lumpers for searching Working Lumpers: Master-Lumpers bound so to do, under a penalty, besides responsibility for specific loss. § 25. Powers to Commissioners, at the instance of Owners and Consignees, to appoint Ship Inspectors for saving spillings, drainings, &c. and thereby preventing wilful waste. § 31. General powers to Commissioners to make regulations relative to the shipping, unloading, landing, warehousing, and sampling goods, for the prevention of waste, &c.

examination of the delinquent, (as under the Bumboat Act, and Stolen-Metal Act) where, on regular proof, it would be Felony; and for attaching upon the practice of depredation, in such stages of its progress, as are previous or subsequent to the felonious act.—Misdemeanor to have concealed instruments for drawing off Liquour. § 32. Misdemeanor to throw goods overboard to prevent discovery :—when it is from a Boat, Power for apprehending the Crew. § 34.

IX. Powers of Search, Seizure, and Arrest, exercisable on View, on suspicion of Petty Thefts committed in Ships, Lighters, Boats, &c. Landing Places, and Warehouses. The offence punishable, as a misdemeanor, with a slight penalty, as above. § 33.

X. Powers of Search, &c. on Oath of Suspicion, at a supposed Receiver's. The offence, in default of a regular proof, punishable as a misdemeanor.—The Bumboat act amended in this behalf. § 33. 43. Powers for tracing suspected goods through any number of hands ;—another amendment of the Bumboat Act. § 37. Penalty for fabricating false Bills of Parcels, to cover suspected goods. § 36. Receivers, not authorized merely, but bound, (under a slight penalty,) to stop persons bringing (ship) goods to them, under suspicious circumstances. § 38. To render the criminal intercourse dangerous on both sides, indemnity to Thieves, convicting Receivers of felony or misdemeanor, as the case may be. § 39.

XI. Provision for preventing the carrying off entire Lighters with their Cargoes, (a frequent offence.)—Commissioners may appoint Tickets, the want of which shall be a ground of suspicion, warranting Constables to search, &c. a Lighter navigated at suspicious hours. § 27.

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*Coals* and *Coal Trade*.

Nearly 50,000 chaldrons e  
the year round

This trade also employs n  
than the foreign trade

Requires double the numt  
for the whole trade of t

Above 90 colliers frequent  
Pool at the same time

1170 coal craft lying in t  
Monthly supply of coals te

culated at 66,000 chaldi  
2196 barges employed in

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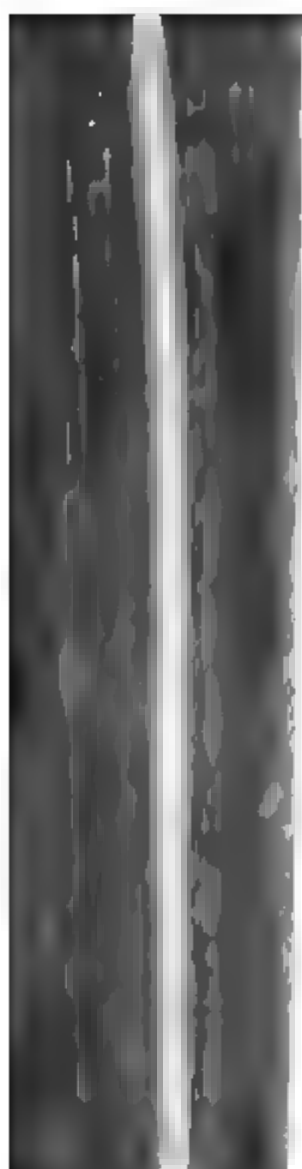
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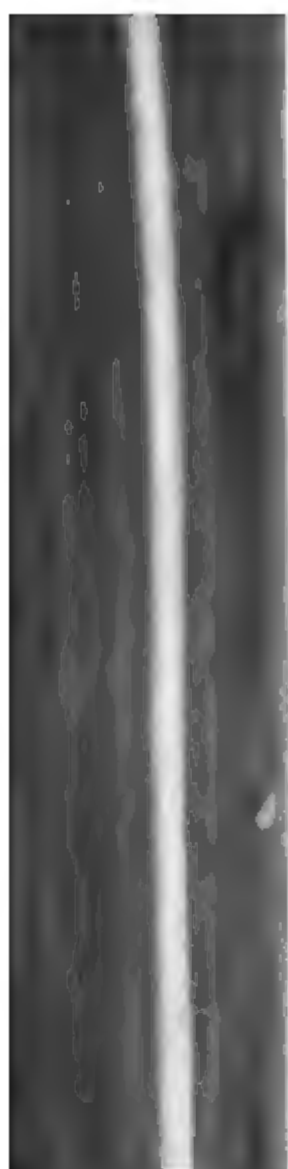
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